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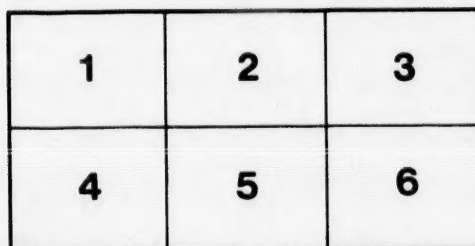
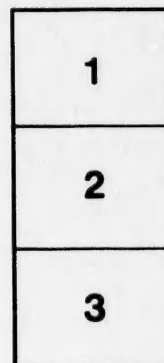
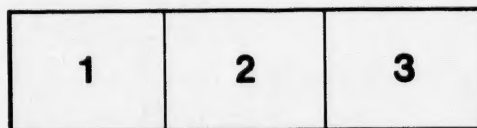
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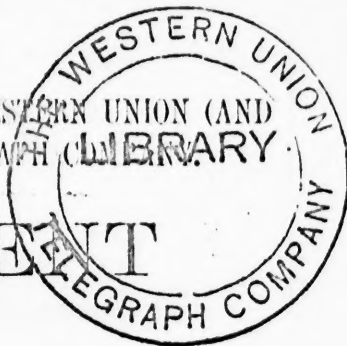
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TO THE STOCKHOLDERS OF THE WESTERN UNION (AND
RUSSIAN EXTENSION) TELEGRAPH COMPANY



STATEMENT

OF THE

Origin, Organization and Progress

OF THE

Russian-American Telegraph

WESTERN UNION EXTENSION,

Collins' Overland Line,

VIA

BEHRING STRAIT AND ASIATIC RUSSIA TO EUROPE.

COLLATED AND PREPARED FROM OFFICIAL DOCUMENTS ON FILE
IN THE "RUSSIAN BUREAU" OF THE WESTERN UNION
TELEGRAPH COMPANY, BY ORDER OF THE
BOARD OF DIRECTORS.

Rochester, N. Y., May, 1866.

O. H. PALMER, Secretary.

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1867
Direct

J. H. WA
HIRAM S
G. H. M
D. A. W
ISAAC B
EZRA CO
ANSON S
HENRY R
JOHN BU
ROSWELL
PERRY M
SAMUEL V
FRED DE
B. R. MC
WILLIAM

J. H. WA
WILLIAM
O. H. PA
ANSON S
G. W. B.

NAMES AND RESIDENCES

OF THE

Directors and Officers of the Company.

DIRECTORS.

J. H. WADE, - - - - -	Cleveland, O.
HIRAM SIBLEY, - - - - -	Rochester, N. Y.
G. H. MUMFORD, - - - - -	Rochester, N. Y.
D. A. WATSON, - - - - -	Rochester, N. Y.
ISAAC BUTTS, - - - - -	Rochester, N. Y.
EZRA CORNELL, - - - - -	Ithaca, N. Y.
ANSON STAGER, - - - - -	Cleveland, O.
HENRY R. SELDEN, - - - - -	Rochester, N. Y.
JOHN BUTTERFIELD, - - - - -	Utica, N. Y.
ROSWELL S. BURROWS, - - - - -	Albion, N. Y.
PERRY McD. COLLINS, - - - - -	New York.
SAMUEL WILDER, - - - - -	Rochester, N. Y.
FRED DELANO, - - - - -	Rochester, N. Y.
B. R. McALPINE, - - - - -	Rochester, N. Y.
WILLIAM ORTON, - - - - -	New York.

OFFICERS.

J. H. WADE, <i>President</i> , - - - - -	Cleveland, O.
WILLIAM ORTON, <i>Vice President</i> , - - - - -	New York.
O. H. PALMER, <i>Secretary and Treasurer</i> , - - - - -	Rochester, N. Y.
ANSON STAGER, <i>General Superintendent</i> , - - - - -	Cleveland, O.
G. W. BALCH, <i>Assistant Superintendent</i> , - - - - -	Rochester, N. Y.

CAPITAL, - - - - \$28,000,000.

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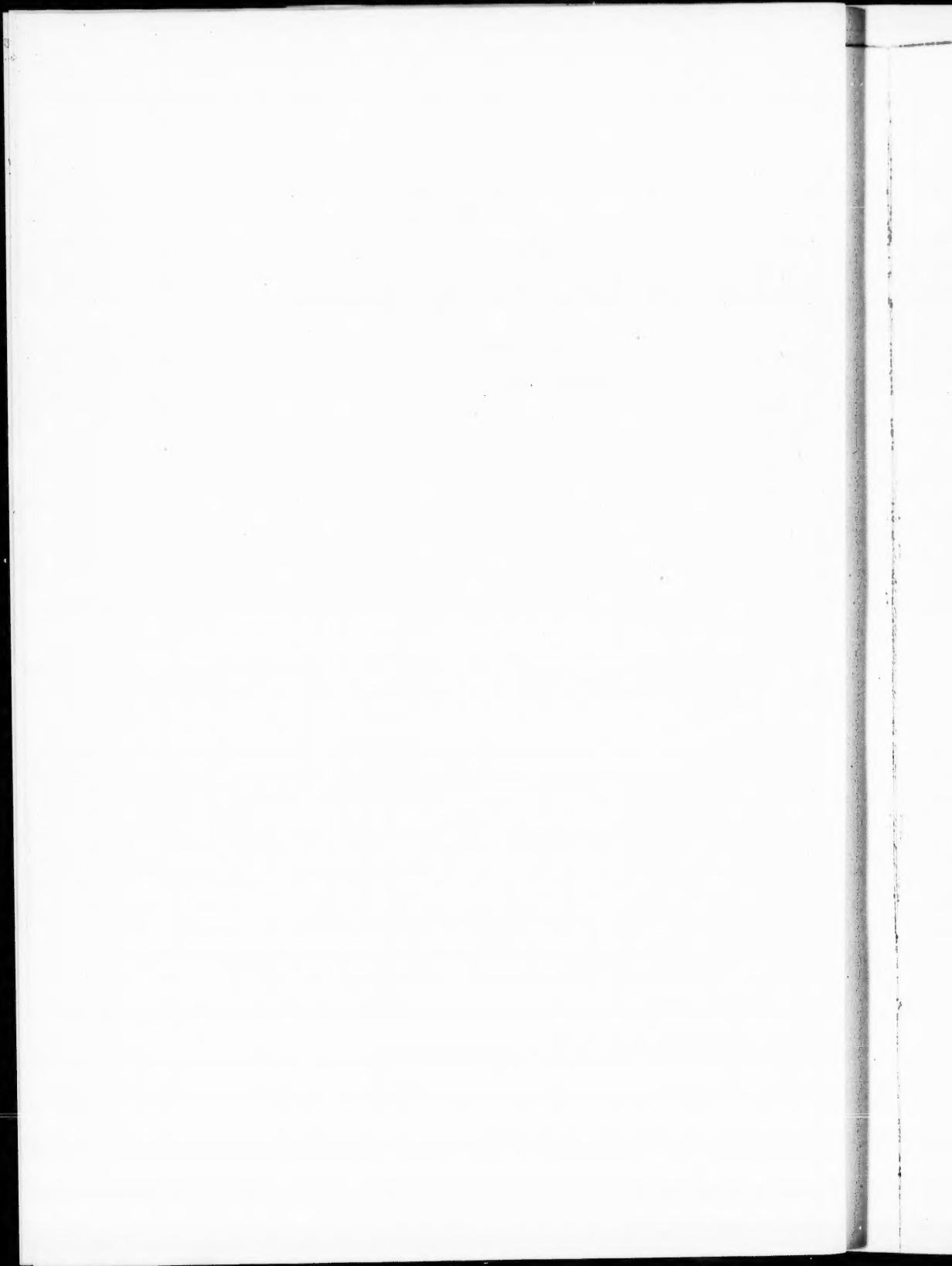
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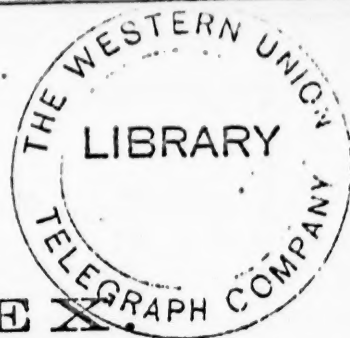
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ORIGIN, ORGANIZATION AND PROGRESS
OF THE
Russian-American Telegraph.

WESTERN UNION TELEGRAPH CO.
SECRETARY'S OFFICE, *Rochester, N. Y., March 16, 1864.*

At a meeting of the Board of Directors of the Western Union Telegraph Company, held at the office of the Secretary this day:

Present—HIRAM SIBLEY, <i>President.</i>	
G. H. MUMFORD.	D. A. WATSON.
J. H. WADE.	H. S. POTTER.
ISAAC BUTTS.	J. MEDBURY.

The Secretary presented to the Board the communication and proposition of Perry McD. Collins, in respect to the Russian and British grants for a telegraph line connecting the American and European telegraph systems, by way of Behring Strait.

Mr. Mumford thereupon offered the following preamble and resolutions, viz:

Whereas: P. McD. Collins, proprietor of the Russian and British grants for a telegraph line connecting the American and European systems of telegraphs by the way of Behring Strait, has submitted to this Company a proposition for the transfer of his rights and privileges under said grants, to this Company, in the words and figures following, to wit:

New York, March 9th, 1864.

*To the Western Union
Telegraph Company:*

Having just returned from Europe, I find myself in a position to renew, as I had promised, my original proposition dated London, 28th September, 1863, in regard to the Overland North Pacific Telegraph.

I have now all that can be required in order to connect the American with the European system of telegraphs—both the Russian and British grants.

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I shall not vary my proposition except in one particular, which will be found in the 5th clause. The improved circumstances of the case justifies me in this, in requiring a larger interest in the undertaking, under a more perfect realization of the plan. It is now all that can be desired, as the basis of active organization.

All future expenses in and about the promotion and carrying out the enterprise, to be paid by the Association, in whatever form it may take, either as an independent Company, or under the general powers of the Western Union Company.

I have thought that it would be better to construct the North Pacific Line under the organization of the Western Union Telegraph Company for many reasons; among which may be stated: time and money saved incidental to the formation of a new Company—the experience, faith and credit of the Western Union, promptness of action, and a thorough knowledge of what is requisite in such an enterprise.

Though I desire to come to a final understanding, yet I do not require action without all due consideration on your part.

I have thought that fifteen or twenty days would give sufficient time for deliberation, yet I would suggest that an answer in ten days would be better for all concerned.

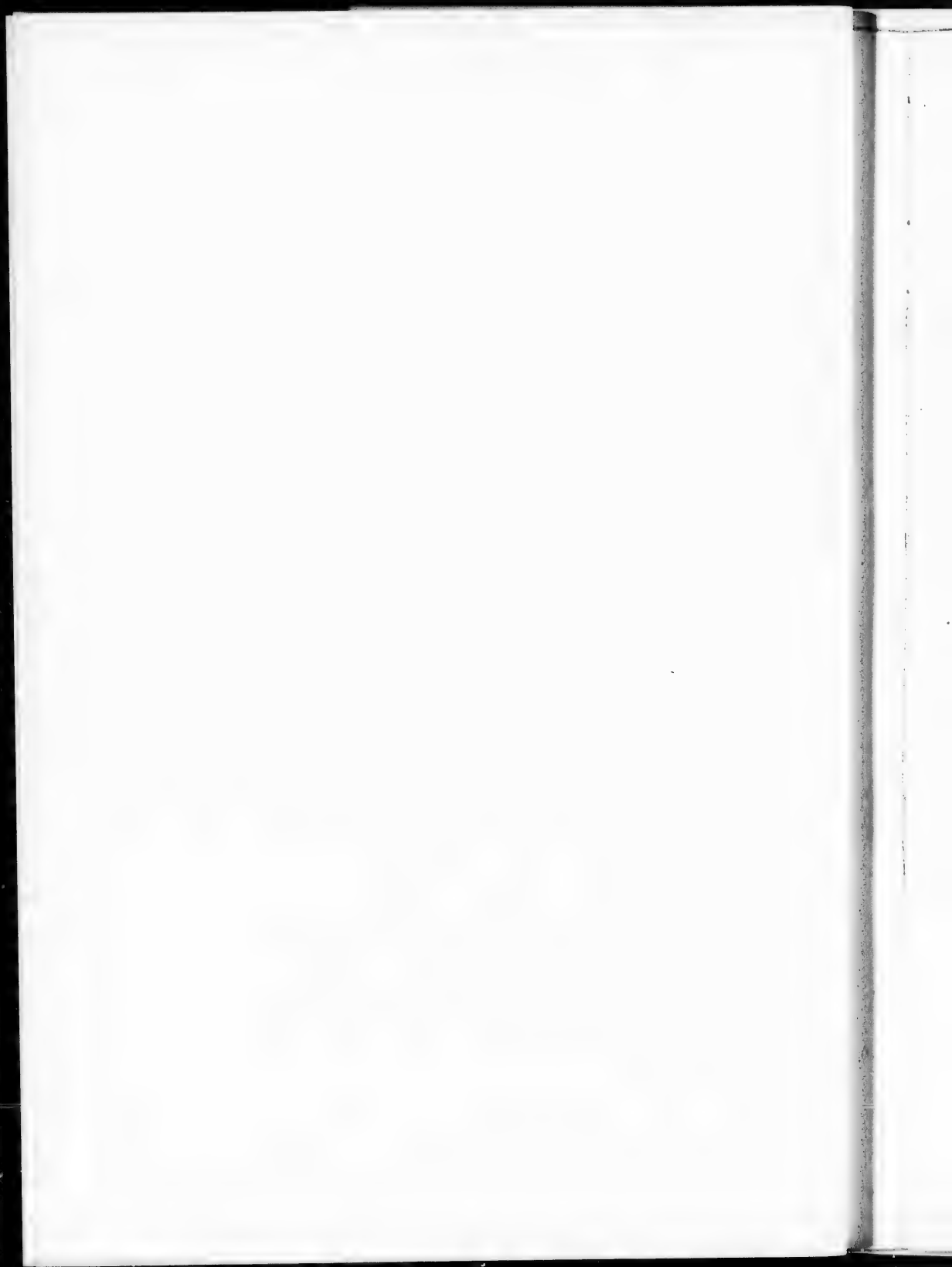
P. McD. COLLINS.

And whereas: This Company, impressed with the importance of the enterprise thus offered to it, not only to this Company, but to the whole commercial world, and appreciating the services rendered by Mr. Collins in securing the grants above mentioned, which have only been obtained by his labors and enterprise through a series of years in both hemispheres, and believing that the terms proposed by Mr. Collins to this Company are as liberal as justice to himself will permit: It is

Resolved: That this Company unconditionally accept the proposition made by Mr. Collins, and will take from him a transfer of all his rights and privileges secured by him in his negotiations with the Russian and British Governments, or otherwise, upon the terms indicated by him in his proposition, and will proceed with all practicable dispatch to the construction of the said line; the precise mode and form in which the stock for said enterprise shall be issued to be hereafter settled upon and determined.

The preamble and resolutions were unanimously adopted.

On the 18th day of March, the organization was perfected, and the following circular subsequently issued, containing the basis of such organization, and the plan for the construction of the line:—



WESTERN UNION TELEGRAPH CO.,
 SECRETARY'S OFFICE,
 Rochester, N. Y., March 24, 1864. }

To the Stockholders of the

Western Union Telegraph Company:

The grand enterprise of uniting Europe and America by overland Telegraphic communication by way of Behring Strait, has been inaugurated under the auspices of this Company. The great importance of the undertaking, if successfully accomplished, as it is believed it will be, not only to this Company but to the commerce and civilization of the world, can hardly be over-estimated.

For the last eight years PERRY McD. COLLINS, Esq., United States Commercial Agent for the Amoor River, Asiatic Russia, and late Acting Consul at St. Petersburg, Russia, has been pressing the subject assiduously and indefatigably upon the attention of the Russian Government, and has finally obtained its favorable consideration, and has secured from that Government, as well as from the British Government, highly favorable grants and privileges. These valuable grants and privileges have been made over to your Company.

I cannot, within the brief limits of a circular, give a detailed statement of the rights secured, or of the terms of the transfer to this Company.

The Russian Government undertakes to construct a line from St. Petersburg to the mouth of the Amoor River, in Eastern Asia, a distance of about seven thousand miles; and it has already built the line as far as Irkoutsk, on Lake Baikal, nearly three-fourths of the distance. It is to be taken up by this Company at the mouth of the Amoor, and continued by way of Behring Strait, till it shall intersect the present lines of the Company at some point between Chicago and the Pacific Coast. The action of the British Government in respect to British Columbia, has been liberal and honorable. The grants and concessions from the Russian Government are exclusive for thirty-three years.

Mr. COLLINS retains the right to one-tenth part of the new stock created for the construction of the line, free from call or assessment, as paid-up stock; also the right to subscribe for one-tenth part upon the same footing as other subscribers. He is also to receive as compensation for his services and expenses during the eight years engaged in securing the grants, the sum of one hundred thousand dollars, which will

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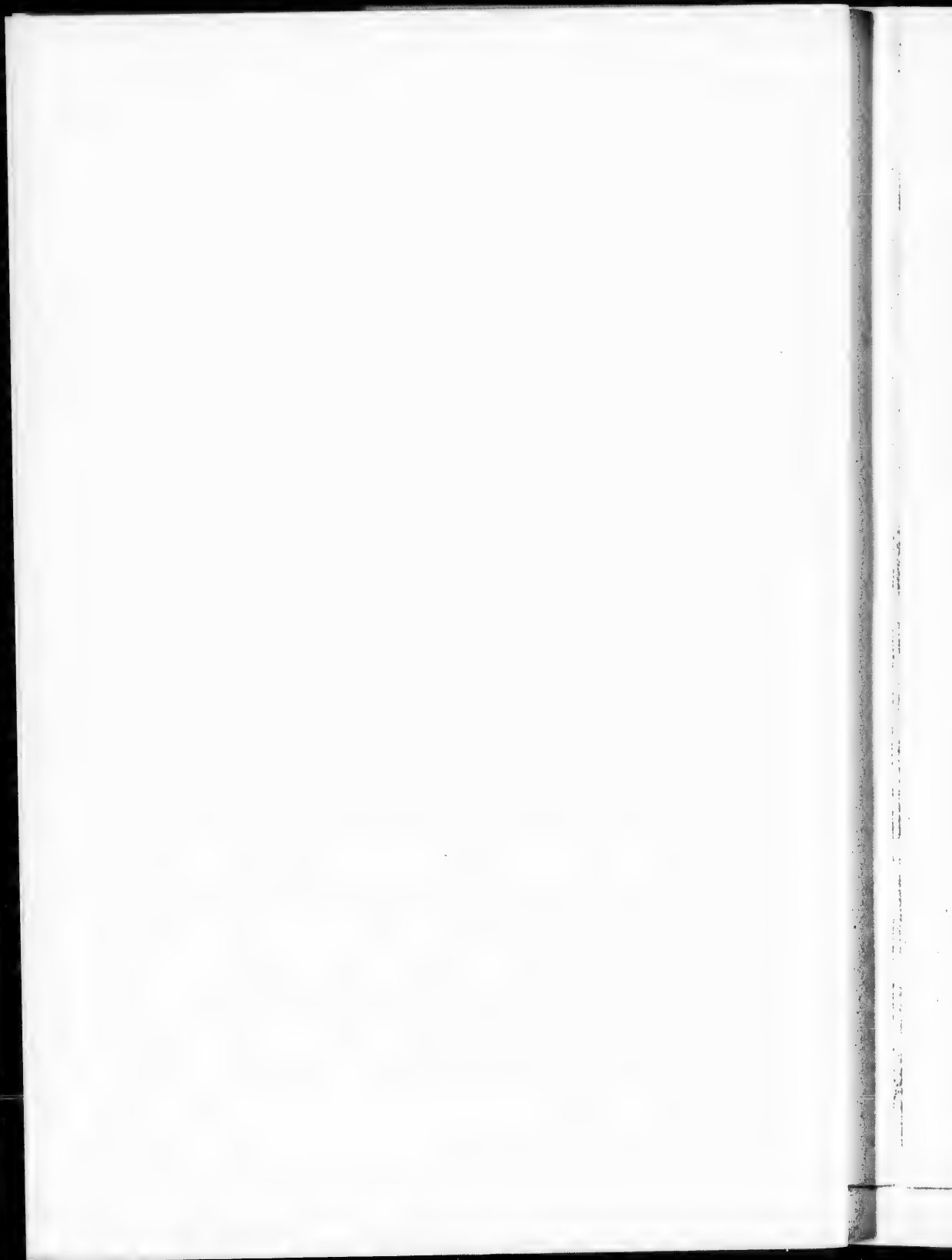
These terms were believed by the Board of Directors to be as reasonable on the part of Mr. COLLINS as justice to himself would warrant.

For the purpose of accomplishing the object aimed at in the most speedy and efficient manner, the Board of Directors on the 18th day of March instant, as authorized by the Charter of the Company, unanimously adopted the following resolutions:

1. *Resolved*, That a special stock of this Company, to be denominated the Extension Stock, and to consist of one hundred thousand shares of one hundred dollars each, be and the same is hereby created for the purpose of erecting and constructing a new telegraph line from some convenient point on the present lines of this Company (not east of Chicago,) to the mouth of the Amoor River in Eastern Asia, and connecting the telegraph systems of the Eastern and Western continents by the way of Behring Strait.

2. *Resolved*, That all persons who shall be shareholders in the Western Union Telegraph Company at the close of business on the sixteenth day of May, 1864, shall be entitled to receive of the stock hereby created, an amount equal to fifty per cent. of the stock then held by them respectively in the Western Union Telegraph Company (excluding for the convenience of distribution and to avoid fractions, all odd shares,) upon the payment by them to this Company of the par value of such stock, as hereinafter provided:—That twenty thousand of said special shares be set apart for PERRY M^D. COLLINS, Esq., in pursuance of the agreement made by this Company with said COLLINS, one-half of which is to be subject to no further payment or call; and that the residue of said shares be distributed to such persons and in such amounts as in the judgment of this Board shall seem best calculated to advance the substantial interest of this Company.

3. *Resolved*, That the special stock hereby created, shall be entitled to no interest or dividend until the completion of said contemplated line, and until a dividend shall be earned thereon, and that the holders of said stock shall have no right to vote thereon, at any election of officers of this Company, until the same shall have been paid up in full, or otherwise declared full stock, and shall have been made and declared to be



homogeneous with the general stock of this Company as hereinafter provided.

4. *Resolved*, That upon the completion of the said new line, a separate and distinct account shall be kept of the receipts and expenses for a period of two years from the time it is opened for through business; and that as soon thereafter as the accounts can be examined and adjusted, the special stock hereby created and the general stock of this Company shall, by resolution of this Board, be merged and united upon the basis of their respective relative net incomes, and the said special stock may for this purpose be increased or diminished accordingly, and from the period of such union, all distinction between the several kinds of stock, shall cease and determine.

5. *Resolved*, That in the final adjustment of the relative value of the Extension and General Stock of this Company, the Extension Stock shall be credited with a rebate of forty per cent. on the Western Union tariff, upon all through messages, passing over the contemplated new line; and that while said new line is in process of construction, and until the same is completed, the same rebate upon the messages passing over such portions of the new line as shall be finished, shall be credited to the said special stock, and accounted for as part of the revenue of said new line.

6. *Resolved*, That the Secretary be directed to give notice by a printed circular to the shareholders of this Company, of the right and privileges secured to them respectively, of taking their proportion of the said special stock; and all shareholders who shall neglect to give notice to the Secretary of their election to take such stock, on or before the sixteenth day of May next, shall be deemed to have declined to take the same, and the stock so declined shall be and remain at the disposition of this Company.

7. *Resolved*, That each person who shall be entitled to, and who shall elect to take the said special stock, (except PERRY McD. COLLINS, Esq.,) shall, at the time of indicating such election, pay to the Treasurer of this Company, five per cent. upon the nominal or par value of the stock assigned to him, and shall receive a certificate for said special stock, showing the number of shares, the amount paid thereon, the special character of the stock, and stating that the unpaid balance of said shares shall be subject to call at the pleasure of this Board.

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8. *Resolved*, That in case any of the parties taking such special stock shall neglect or refuse to pay the said five per cent., or any subsequent instalment that may hereafter be called in, for a period of thirty days after the same shall become due and payable, this Board shall have the right to declare such unpaid stock to be forfeited, with all previous payments made thereon, (if any,) and may sell and dispose of the same at its discretion.

9. *Resolved*, That the moneys to be paid to PERRY McD. COLLINS, Esq., under the contract made with him by this Company for the transfer of his grants, be charged upon the fund arising from the new stock hereby created.

I give the resolutions entire as best calculated to impart the information sought to be given by this circular.

As a matter of interest to the stockholders, I would also mention that in view of the contemplated construction of the overland European line of Telegraph, connecting the two hemispheres, the stock of the Pacific Telegraph Company not owned by the Western Union Company has been merged into the stock of this Company, so that we now have but a single interest between the Atlantic and Pacific Oceans.

Although the 16th of May is the time fixed for determining as to the distribution of the new stock, yet I shall be glad to receive as early notice of the election to take or not to take on the part of the stockholders as may be practicable.

Respectfully, &c.,

O. H. PALMER, *Sec'y.*

The Extension Stock created by the Western Union Company for the construction of the Overland Line was all promptly subscribed, and immediate steps taken to perfect the working organization, and for a vigorous prosecution of the enterprise.

ORGANIZATION OF THE EXPEDITION FOR THE CONSTRUCTION OF THE WESTERN UNION EXTENSION, COLLINS' OVERLAND TELEGRAPH.

OFFICERS OF THE EXPEDITION.

The following is a list of the officers of the expedition :—

CHARLES S. BULKLEY, Engineer-in-Chief.

Land Service.

FRANK N. WICKER, Chief.

HENRY P. FISHER, Surgeon-in-Chief.

SCOTT S. CHAPPEL, Chief Quartermaster.

GEO. M. WRIGHT, Adjutant and Secretary.

JOHN F. LEWIS, Chief Draughtsman.

FREDERICK WHYMPER, Artist.

EUGENE K. LABOROU, Chief Interpreter.

LAWRENCE CONLIN, Chief Carpenter.

American Division.

EDMUND CONWAY, Chief.

J. W. PITFIELD, Agent at New Westminster, B. C.

F. A. A. BILLINGS, Assistant Quartermaster.

HENRY ELLIOTT, Clerk.

FRANK L. POPE, Chief of Explorations British America.

J. TRIMBLE ROTHROCK, First Assistant.

JAMES L. BUTLER, Second Assistant and Quartermaster.

RALPH W. POPE, Clerk and Operator.

ROBT. KENNICUTT, Chief of Explorations Russian America.

WM. H. ENNIS, First Assistant.

THOMAS C. DENNISON, Quartermaster.

LEWIS P. GREEN, Engineer in charge of steamer Lizzie
Horne.

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Siberian Division.

SERGE ABASA, Chief.

GEO. KENNON, Quartermaster and Secretary.

J. A. MAHOOD, Chief of Explorations Lower Siberia.

RICHARD J. BUSH, Secretary and Quartermaster.

COLLINS L. MACRAE, Chief of Explorations Upper Siberia.

A. S. ARNOLD, Quartermaster.

ALEX. HARDEN, Interpreter.

Many of these gentlemen have been in the United States Army, and served in different positions during the late war. Colonel Wicker entered the army in May, 1861, as a lieutenant in the Twenty-eighth New York regiment, but was detailed as one of the original signal officers, which branch of the service afterwards was incorporated in the regular army. He served with much credit through several campaigns in Virginia, participating in the battles of Winchester, Antietam, Chancellorsville and Gettysburg, and was more than once complimented on the field by commanding generals for daring actions. In 1863 he went south, and participated in all the active operations of that department. Subsequently he was detailed by the War Department to instruct the Mississippi squadron in the army code of signals, and was on Admiral Lee's flagship in the campaign on the Tennessee river, which ended in the severe defeat of Hood. He returned in time to take part in the operations against Mobile. Dr. Fisher was an acting Assistant Surgeon; Chappell, a soldier, but promoted during the war; Wright was lieutenant of artillery; Conlin served in the Mexican war, subsequently seven years on the Texas frontier and three years in the late war, having now a "remembrancer" in the shape of a bullet in his person, received while in a Massachusetts regiment at Hanover June 30, 1862, serving after that as lieutenant in the Third Massachusetts cavalry; Conway was engaged during the whole war in the military telegraphic corps; Pitfield was in the same corps part of the war; Rothrock was captain of cavalry; Arnold was promoted from the ranks. All served faithfully, and, by their immediate commanders, were commended for patriotism and bravery.

The entire work is in charge of Colonel Charles S. Bulkley, of whose qualifications for the position it is entirely unnecessary to speak. His works in the various positions he has held heretofore, no less than those he has accomplished since embarking in this great undertaking, speak for him.

When Colonel Bulkley, then captain in the army, was called to take command of this expedition as engineer-in-chief, in 1864, he was in charge of the military telegraph system in the Southwest, under command of Major General Banks. Under orders of Colonel Anson Stager, General Superintendent of United States Military Telegraphs, his duties were discharged in the most satisfactory manner, and by his ingenuity, untiring perseverance, and complete knowledge of telegraphy, the greatest perfection was attained in this branch of our war power. He went to New York, and at once took hold of the work with an energy and foreknowledge which promised success.

On the 19th of December, 1864, Colonel Bulkley, accompanied by a number of the members of the expedition, left New York, arriving in San Francisco January 14, 1865. Other parties attached to the expedition had arrived previously, and had been acting under the instructions they had received. Some had been up to New Westminster and returned to San Francisco. Others, again, arrived from New York subsequently, to join the expedition when it sailed from San Francisco.

Up to the present time, May, 1866, twenty per cent. on the capital stock of the Extension Line has been called and paid up.

This has so far more than covered the cost of construction of the line through British Columbia, the purchase of ships and steamers, cables, supplies and transportation, and materials adequate to the construction of the whole line from New Westminster, British Columbia, to the mouth of the Amoor river.

The following vessels have been purchased by the Company and are now in its service:

Marine Service.

Captain C. M. SCAMMON, U. S. R. M. Chief of Marine, commanding flagship Nightingale.

Captain W. H. MARSTON, commanding steamer George S. Wright.

A. M. COVERT, Engineer.

Captain JOHN R. SANDS, commanding bark Clara Bell.

Captain MATTHEW ANDERSON, commanding bark H. L. Rutgen.

Captain THOMAS C. HARDING, commanding schooner Milton Badger.

Captain ARTHUR, commanding bark Palmetto.

Lieutenant DAVIDSON, commanding Golden Gate.

Captain ———, commanding bark Onward.

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In addition to these vessels, three small steamers have been constructed for transportation and towing on rivers, and one of a larger class for sound and coast service.

Materials, including cable shipped from England, now afloat on four vessels bound for Victoria and the North Pacific, viz.:

The Evelyn Wood, with 169 tons of wire and twenty miles of main cable.

The Egmont, with four hundred and eighty miles of main cable, picking up and paying out machinery, jointing material, pumps, small engine, etc., etc., in charge of a competent person on board.

The Mohawk, with three hundred tons of wire, and shore ends of cable.

The Royal Tar, with two hundred and thirty-one tons of wire, etc., etc.

Under an Act of Congress the Secretary of the Navy has detailed the United States steamer Saginaw, of the Pacific Squadron, to assist the Company in the construction of the line.

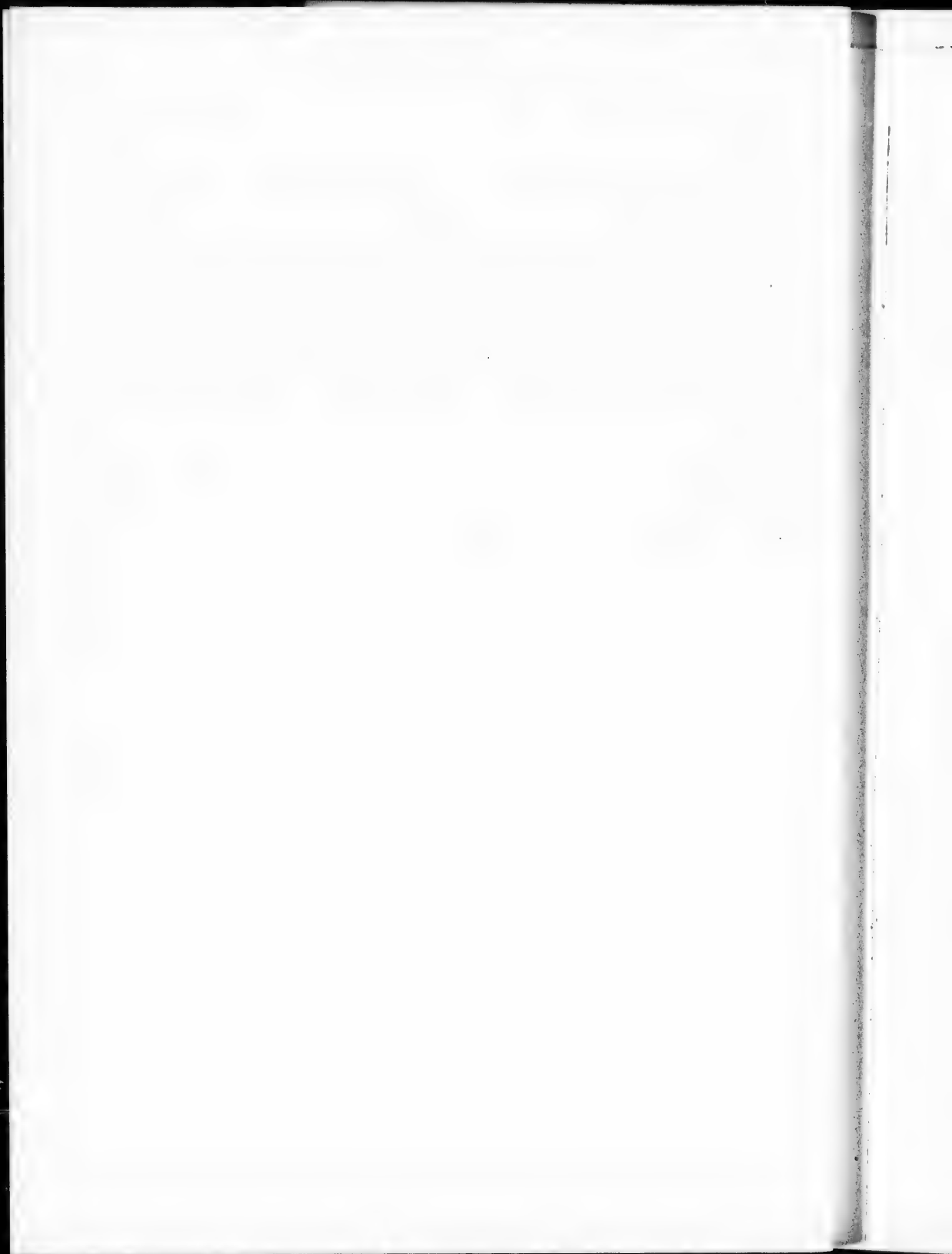
The Russian Government has also detailed a vessel of the Imperial Squadron, now on the Asiatic Coast, (the steam corvette Variag,) to assist the Company in the achievement of their telegraph.

The Russian Telegraph Department has forwarded from Hamburg all the materials and two river steamers for the construction of the Amoor Junction Telegraph, which completes the line continuously to St. Petersburg from the point of junction with the Company's line. In this service there are four vessels, viz.: The Village Bell, Australia, San Francisco, and Victoria.

Insulators, brackets, instruments, tools, carts, wagons, etc., etc., and twelve hundred miles of wire, were shipped from New York during 1864 and 1865; subsistence and stores are furnished from San Francisco. Thus there are now in the service of the Company, and the Russian Telegraph Department, twenty-four steamers and vessels, as designated above, either engaged in active service or destined to co-operate in the achievement of the works for the completion of a continuous Telegraph from the United States to Europe.

The poles for the line on both sides of Behring Strait have been provided at Puget's Sound. They are of sawed cedar or red wood, and will be delivered at proper points early this year.

On the general route of the line, timber for poles will be found near at hand, or transported on water courses to availa-



ble and convenient points, in order to save all possible land transportation.

According to the most recent surveys, the whole distance yet to be constructed by land from the termination of the line in British Columbia to its junction with the Russian Government Telegraph at the Amoor, will be about 2600 to 2800 miles.

Colonel Bulkley has instructions to construct the line at the earliest possible day, and will employ as many men as can work with advantage.

The submarine cable now on its way will be divided into two sections. The first section, a little to the south of the narrowest point of Behring Strait will be one hundred and seventy-eight (178) miles, and the second section across the Bay of Anadyr two hundred and nine (209) miles.

With the means and forces now employed, and positive instructions to our Engineer-in-Chief to push the works on to completion with the greatest energy and without delay, it is confidently expected that the line will be open and ready for the regular transmission of messages during the year 1867, at farthest—probably during the year 1866.

It is considered that probably one more call of five (5) per cent. will complete the construction of the line; but in no event can more than from five to ten per cent. be required under any circumstances.

While this Company is at work connecting Europe and America through Asia, telegraph lines are being projected in its interest, to connect China and Japan upon the Russian lines in connection with the Company's line. The Russian telegraph system is now connected with India through Persia, and with the whole system of European telegraphs. Consequently, when the Extension line of this Company shall be completed, the commerce of the whole of Europe, Asia and North America, radiating from their great commercial centers will be tributary to it.

A proposition to unite the whole of South America, Central America and Mexico, throughout their entire extent, by an overland line to unite with the Extension line, is now under consideration, and will in the course of the present year, be actively set on foot. The plan is feasible and perfectly practicable. Many of the Governments in South America have already responded to the plan, and measures have been taken to secure unity of action.

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With the prolongation of a line such as the one proposed, no submarine cables are required; North and South America can be united by an overland line, and thus there will be no necessity of any projected submarine lines from South America to Europe.

The completion of the South American system connected with our North American system of telegraphs, will bring the commerce of the whole world upon the "Russian Extension Line," and obviate the necessity of any Trans-Atlantic cables.

As to the prospective earnings of the "Extension Line," a few words may very naturally be expected on this subject.

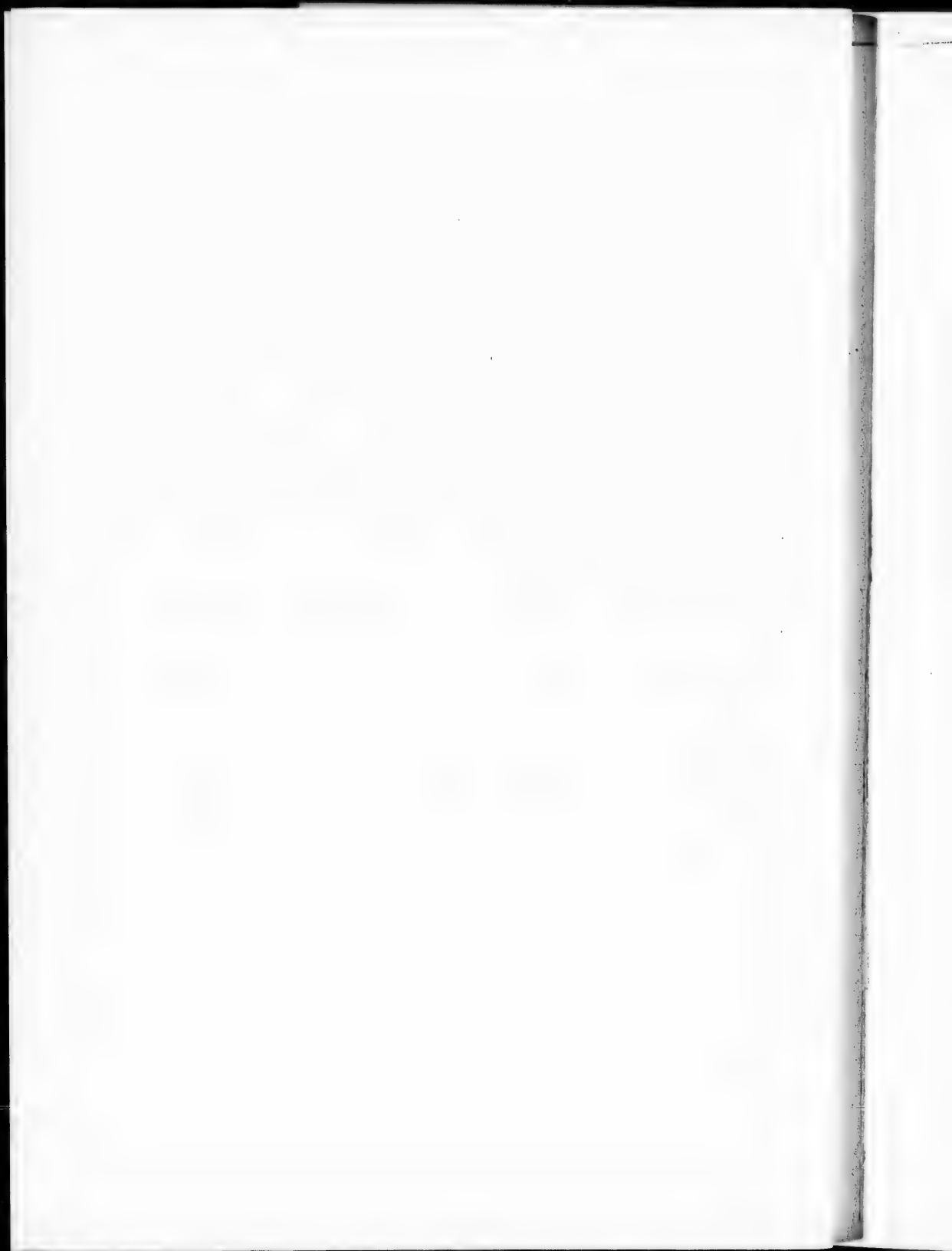
On a line of two wires, one thousand messages a day can very readily be dispatched. The charge for a dispatch may reasonably be put at twenty-five dollars. The line will of course be worked uninterruptedly night and day. This becomes necessary in the nature of things; because when it is high-noon at New York, it is near mid-night at Pekin; and when it is noon at London, it is about 5 p. m. at New York. Consequently in working the "Overland Line," our offices will be open night and day.

One thousand messages a day certainly cannot be an over-estimate for the telegraphic correspondence of the whole commercial world—to say nothing of Governments, the public press or social dispatches of both hemispheres.

This would give twenty-five thousand dollars a day, seven hundred and fifty thousand dollars a month, or nine millions dollars a year. But reduce this estimate to five hundred messages a day, and we shall still have a revenue of four and a half millions of dollars. Reduce this again one-half, on a basis of two hundred and fifty messages a day, and we have two and a quarter millions of dollars.

The support and maintenance of the line is to be deducted from this, which we think will not exceed fifty per cent. of the receipts upon the lowest sum named.

The following documents which are submitted to the stockholders are considered so full and ample as a historical record of the origin and progress of the "Russian Extension Line," that it is not considered necessary to enlarge further in regard thereto. A careful perusal of these papers will enable the stockholders to comprehend the value and importance of the franchises secured to them under the proposed line; and also to become familiar with the geography and topography of the various sections of the globe over which the telegraph will pass, and to estimate the value of the enterprise in a commercial point of view:—



A.

HOUSE OF REPRESENTATIVES, 36TH CONG., 2D SESSION.

REPORT No. 82.—[To accompany Bill H. R. No. 998.]

SURVEY OF THE NORTHERN WATERS, COASTS, AND
ISLANDS OF THE PACIFIC OCEAN, ETC.

FEBRUARY 18, 1861.

Mr. JOHN COCHRANE, from the Committee on Commerce, made
the following report:

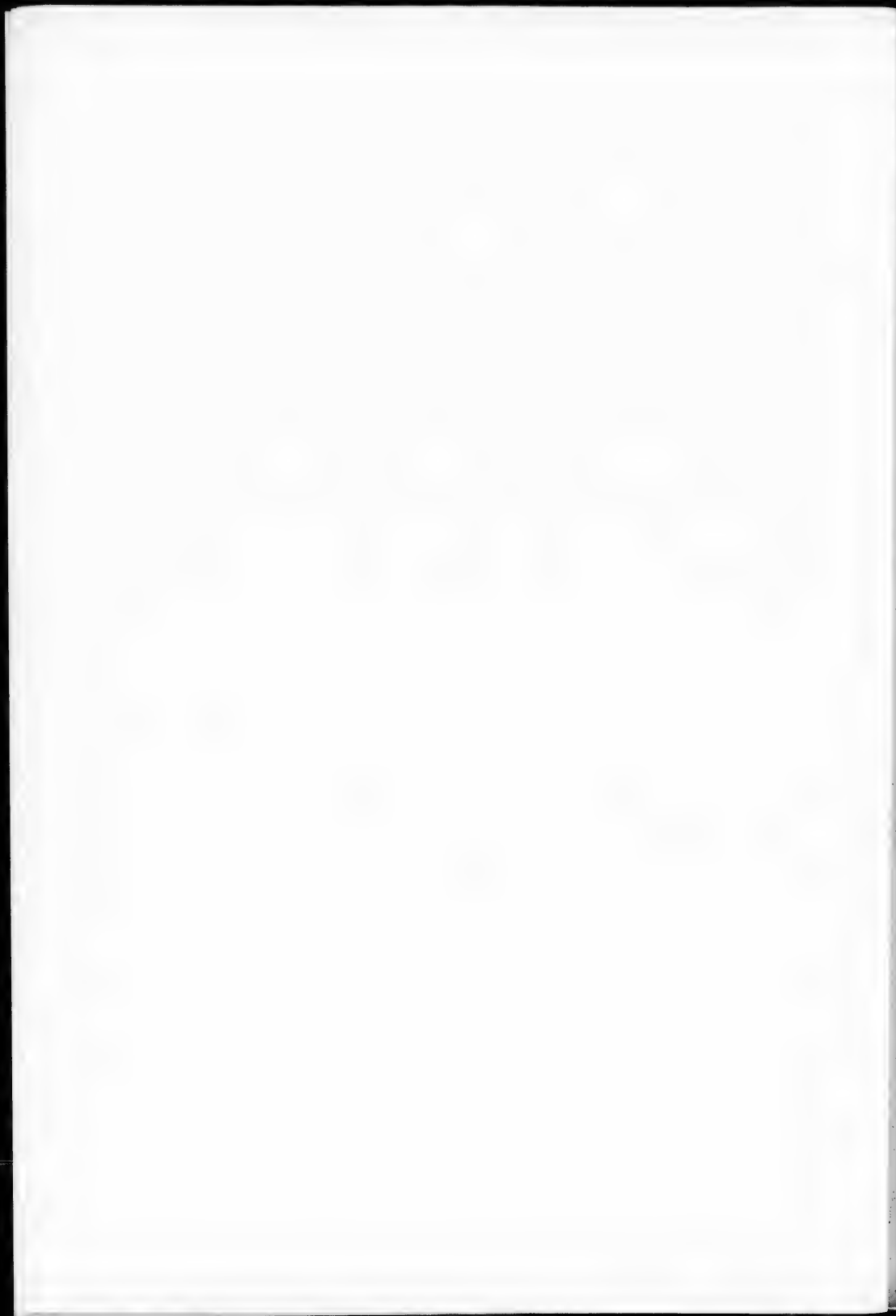
The Committee on Commerce, to whom was referred the memorial of Perry McD. Collins, asking the aid of Congress, in order to make a thorough exploration and survey of the coasts, islands, and seas of the Russian possessions, both in Asia and America, from the mouth of the Amour river, in Asiatic Russia, to the confines of the Russian possessions in America, adjoining the possessions of Great Britain, in view of the construction of a line of telegraph which shall unite the city of New York, in the United States of America, and consequently the whole of the United States, Canada, and the British possessions in America, with not only London, but with all the great capitals of Europe and Asia; respectfully report:

That the committee have had under consideration the said memorial, and after mature reflection, and a study of the importance of the proposition, have been deeply impressed with its great value to commerce.

In the first place, what is it that Mr. Collins proposes?

"The telegraphic union of Europe with America, overland, via Asiatic Russia and Behring's straits."

Can this be accomplished? Let us see:



It is already known to practical working telegraphists that high latitudes add to, rather than retard, the electric current. During snow storms, the escape of electricity over the common wire and pole telegraph is essentially diminished; thus, while rain and moisture are good conductors, snow, ice, and a dry cold atmosphere, are good non-conductors or insulators; consequently, high latitudes are favorable to the free and rapid passage of the electric current.

But in this connection we do not have to depend upon theory alone to substantiate the truth of the foregoing proposition; we have existing lines of telegraph stretching from Berlin to Vienna, from Vienna to St. Petersburg, from St. Petersburg to Moscow, and from Moscow, eastward, to Perm; all to the north of 47° and as high as 60° north latitude. Here, then, we have positive and irrefragable proof of the practicability of telegraphic communication in very high latitudes.

Being satisfied that telegraphic communication can be successfully maintained in high latitudes, we will, in the next place, inquire as to the country over which it is proposed to construct this line, in view of its practical maintenance.

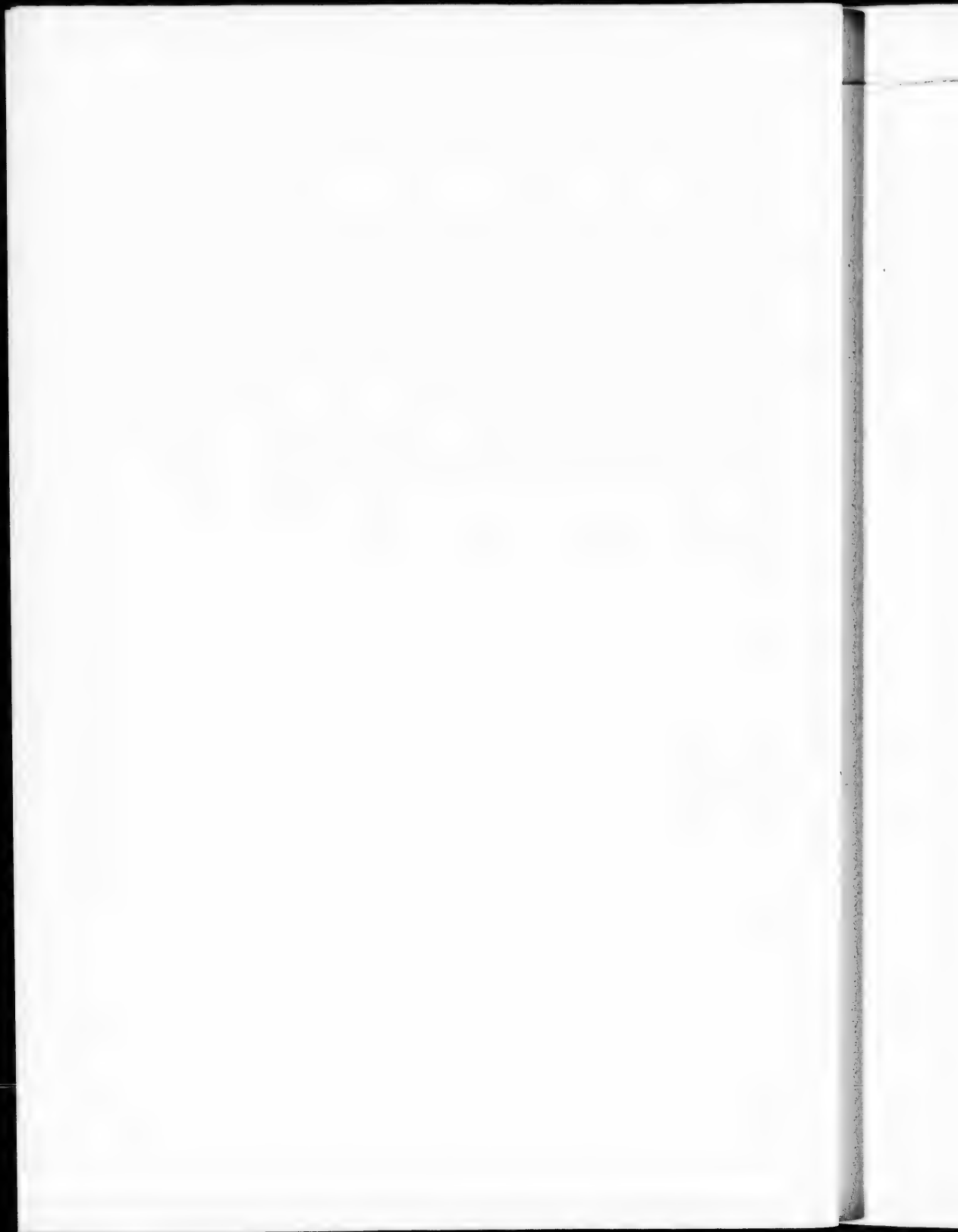
It is well known that from Moscow to Kamchatka the Russian government hold absolute sway, and have a continual system of overland communication, absolutely free from interruption, so far as the inhabitants of the whole intervening country is concerned. There is not on the whole line, a single hostile tribe or nation.

The absolute, the peaceful, the patriarchal sway maintained by the imperial government over this vast extent of country might be a profitable, a humane, and a practical study of our own government in the control and government of the red tribes inhabiting the great interior of our own country from the borders of Missouri to the Sierra Nevada mountains and the Pacific ocean.

The accompanying papers indicate more precisely the different routes by which it is proposed to reach the American shore. Therefore, we do not propose to examine them in detail.

We will not refrain, however, from expressing our conviction, in view of all the difficulties, physical, mechanical, and experimental, that the route which involves the least amount of submerged cable should take preference.

Up to the present time experience has proved that submerged cables of any great length are practically of no value for telegraphic purposes.



Without going into lengthened or tedious detail, we have sufficient evidence of the truth of this proposition, not in isolated or unimportant cases, but in gigantic and costly efforts to unite continents.

First in time and place were the efforts to unite Europe and Africa, next Europe and America, and lastly Africa and India. All these great schemes have failed apparently from physical difficulties; for if science, ingenuity, hardihood, and indomitableness ever gained a victory by their united efforts in a great cause, we certainly should have had, ere this, telegraphic communication nearly around the earth.

We all know the history of the Atlantic cable, and of other long, deep-sea cables; but perhaps the facts in regard to the Suez and Kurachee cable, or, as it is more familiarly known, "the Red Sea cable," because quite recent, may be instructive.

The British government, being very anxious to establish telegraphic communication between her own insular shores and her far-off Indian possessions, determined either to construct or to encourage to be constructed submerged lines from England to Gibraltar, from Gibraltar to Malta, thence to Egypt, and overland to Suez, from thence a cable was to stretch along the bottom of the Red sea to Aden, along the Arabian coast to Muscat, and thence under the Arabian sea to the mouths of the Indus.

This gigantic work was to place Bombay, Calcutta, and Singapore in the immediate and visible presence of the Foreign office, where, in peace or in war, by night or by day, secured from friend or enemy, from accident or design, the premier and viceroy could hold council over the destinies of India, six thousand miles distant.

Under tenders to the British government a company was formed, with a capital of £1,000,000, for the construction of the line from Suez to Kurachee, in India. Five per cent. interest per annum was guaranteed by the government for fifty years upon the capital; provided only that the company expended the money in good faith, whether the cable proved permanently a working telegraph or not.

These were the best terms the government could get; the contract was made, and the cable has been submerged; it worked for a short time, and then, like its great predecessor, the Atlantic cable, ceased to speak.

Very recent accounts tell us that, after every effort upon the part of the most able and efficient practical telegraphists, like the Atlantic cable, it has been abandoned to the fishes,

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and remains only as another gigantic monument to the perseverance and liberality of the English government and nation in works of public utility and national importance.

Thus we perceive that up to the present time some ten thousand miles of deep-sea submerged cable have been lost or abandoned, costing, in the aggregate, not far from ten millions of dollars.

We therefore consider that without some new plan by which a telegraph can be constructed, or the application of some new principle in electricity by which the known difficulties can be overcome, Europe and America must remain as far asunder as if electricity had never been discovered, or Henry, Morse, Wheatstone, Ampere, and Siemens never had lived.

But must mankind, by the intervention of the Atlantic ocean, be forever barred from the advantages of this agent? We hope not.

Mr. Collins has, we think, demonstrated the practicability of the construction of a telegraph line from Moscow to the shores of the Pacific ocean. Here he was compelled to pause in the personal inspection and exploration of the proposed route for want of adequate means to cross to the American coast.

We perceive, in tracing the route over which it is proposed to construct this line of telegraph, that there are many elements of success in it, besides the fact that no very large bodies of water obstruct its pathway.

The Russian government is now engaged in pushing forward a line to the east, which has already reached Perm, one thousand miles east of Moscow, and is to be continued to the mouth of the Amoor.

This line, with its system of lateral branches, unites the whole of Europe, taps the Caspian provinces of Russia, Circassia, Georgia, Persia, and British India, and consequently whatever telegraphic connection may exist between Europe and Africa.

Penetrating eastward through the extensive mining districts of the Ural, it leaps from town to town and city to city, until Omsk is reached, from whence a branch will penetrate to the frontier of Chinese Tartary and Kokan, on the route of the great central caravan trade, vibrating through that immense country between Persia on the west and Manchooria on the east.

Pausing for a few moments at this point, we should take at least a hasty glance of a country which may in a few years

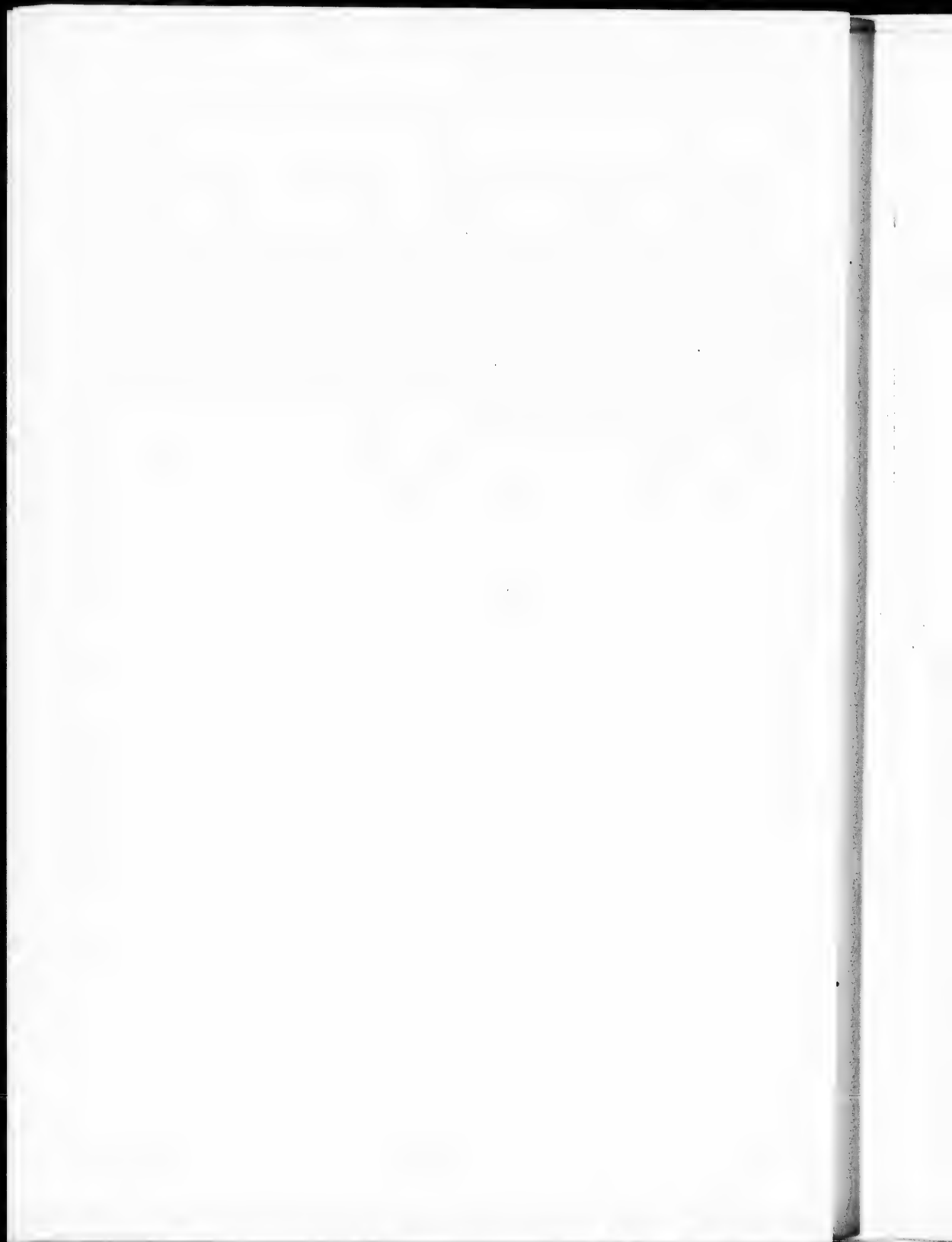


figure as one of interest. Russia has been steadily pushing, at this point, to the south until she has touched, as it were, British India; not that she has as yet joined territory, but that she has tapped Indian commerce.

Turkestan to the west, Thibet to the south, Bucharia, Koko-nor, and inner Mongolia to the east, all combine to make this *southern central wedge*, driven by Russia into the very heart of *Central Asia*, a point that must eventually gather around it an extended and lucrative commerce.

This *central gate of inner Asia*, through which the whole commerce of a vast and populous country must flow, is renowned in history as the pathway of nations—the only practicable pass between eastern and western Asia as a central route. Through this *gate* the Great Mogul, Genghis, led his victorious hosts, under the banners of a thousand chiefs; where Octai and Timour followed, and where Marco Polo saw an Asiatic Italy, rich in fruits and vines, wines and silks, and all the marks of wealth and luxury.

The approach of Russia to the centre of *northern India* is really a matter of interest to the civilized world, because it will evidently open that hitherto sealed country to the knowledge of the world and to commerce.

It is only a little to the south of the point gained by the late Russian-Chinese treaty that the great pioneer in Asiatic exploration, Marco Polo, passed on his way to the court of Kublai Khan.

Yarkand is about 5° south of the Russian post of Varnoe. Marco Polo describes the countries through which he passed on the line of Casgar, Yarkand, Hoton, and Pein. He says: "That these countries contain many castles and cities; that the people, besides much merchandise and manufactures, have fine gardens, vineyards, and orchards, with a good supply of silk, and all necessities in great abundance; cotton is also grown, and the artisans are most skillful; they have also many precious stones."

In fact, Marco Polo's description of the countries passed through, in these *central* regions, makes them quite a second Italy in climate and productions.

The province of Hoton alone is estimated to have (now) a population of two millions and a half. It is through this country, which is as it were a gate, in consequence of the approach of the Altai chain of mountains from the north and the Himalaya from the south, without uniting, that an easy passage is found from eastern to western Asia, and may be compared, physically, in some respects, as a means of communication with the Gila route in traversing our continent.

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At the Gila the Rocky mountains have been broken down, while the Sierra Madre have not yet raised their formidable barriers. Now, suppose the Atlantic side had a population of some three hundred millions, and the Pacific side two hundred millions, even without railroads or steamboats, one could very readily conceive that there would be a very large commerce between the two sections through this pass, even if it had to be carried on the backs of animals, or even of men. But with the hardy Bactrian camel, a train of which is nearly equal to one of our great freight trains on a railroad, the commerce would of necessity and naturally be very considerable. Such is the gate of *Central Asia* now.

The most southern outpost of Russia in this section is in about 43° north latitude, and 78° east longitude; Yarkand is 5° southwest; Samerkand, Kokan, and Bucharia, west by south, on the high caravan route to Persia; *via* Yarkand, Laddak, and Cashmere, you reach Cabul; while through Hoton and Murgon the Koko-nor is reached on the navigable waters of the Ho-ang-ho.

Laddak, it must be remembered, is on the waters of the Indus, and consequently on the high-road to British India, and only 8° southwest of the Russian frontier.

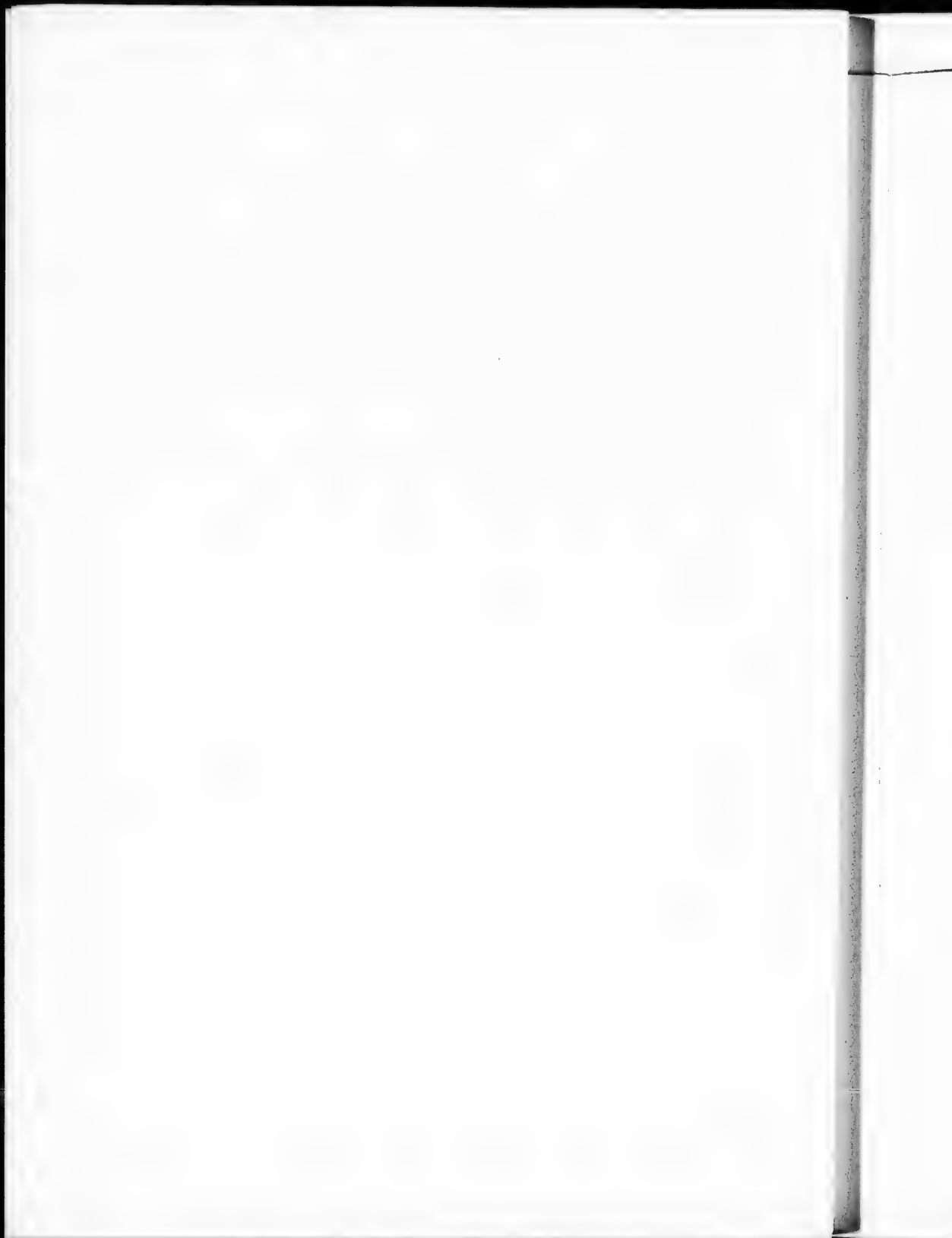
A glance at the map of Asia will at once show the importance of this gate; and if Russia should will to set up a great national fair there, an Asiatic Nijne-Novgorod would soon spring into existence.

It is not necessary to follow very closely the route proposed to be traversed by the main trunk line of telegraph; we see that it follows along the great post and caravan route; reaching from Moscow to the heart and centre of Russo-Chinese commerce at Kyachta, about four thousand miles to the east.

After leaving Omsk, we have found many towns and cities besides Irkoutsk, the capital of Eastern Siberia, at which point concentrates the commerce of a vast country. Irkoutsk holds the keys and unlocks all that is to the east for the west, and all that is to the west for the east—a beautiful city, half barbaric, half Asiatic, where refinement and the civilization and the energy of Europe have met, subdued, and utilized the fierce hordes of the Steppes.

From Irkoutsk to Kyachta, and from Kyachta to Peking, Nankin, Shanghai, Amoy, and Hong-Kong, seems to be the natural route, all by land, which shall place China, from the great Wall to the sea, all under magnetic influence.

From this, *via* the Amoor river, to the shores of the Pacific



ocean, though a new field, is one of much interest; and though but recently brought to the knowledge of the country through the report of Mr. Collins' explorations, recent events have brought it prominently before the commercial world.

By the treaty between China and Russia, concluded at Peking on the 14th November, 1860, it is provided:

"ART. 1. Henceforth the eastern frontier between the two empires shall commence from the junction of the rivers Schilkah and Argoun; will follow the course of the river Amoor to the junction of the Usuri with the latter. The land on the left (north) bank of the river Amoor belongs to the empire of Russia, and the territory on the right bank, (to the south,) to the junction of the river Usuri, to the empire of China. Further on, the frontier line between the two empires, from the point of the issue of the river Sou-gat-ehu, divides the Lake Ilinka, and takes the direction of the river Be-lin-ho, (Tour;) from the mouth of the river it follows the mountain range to the mouth of the river Houpi-tou, (Houp-tou,) and from thence (that point) the mountains situated between the river Conn-choun and the sea, as far as the river Thou-men-Kiang. Along this line equally the territory on the sea-side belongs to the empire of Russia, and that to the west to the empire of China. The frontier line rests on the river Thou-men-Kiang, at twenty Chinese versts (li) above its mouth into the sea."

"On the whole of the frontier line established by this treaty, trade free of all duties or restrictions is established between the subjects of the two empires. The local authorities are bound to give special protection to such trade, and to those who exercise it."

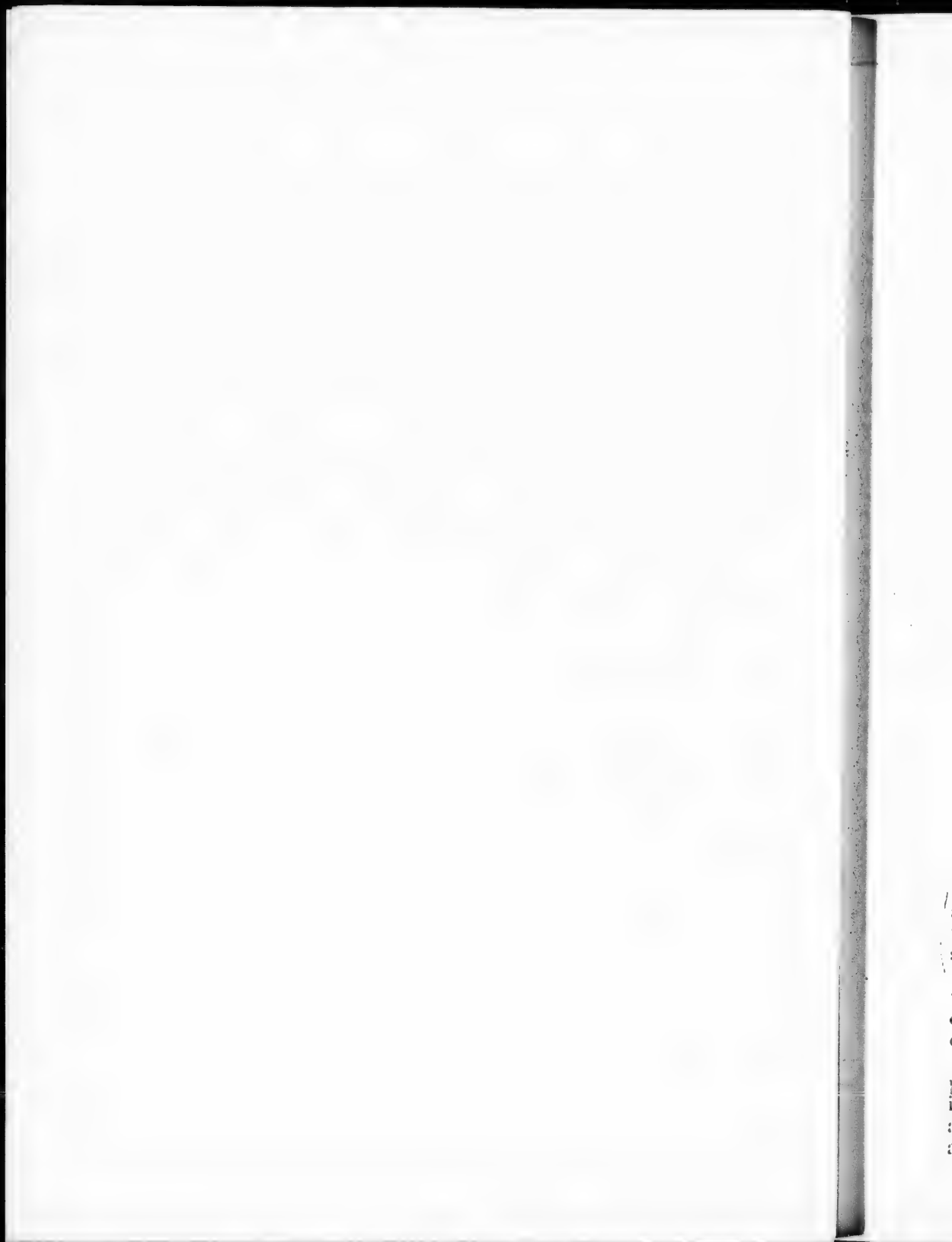
Free intercourse is also extended to the citizens of both nations.

Thus, at one stroke, the barrier of Chinese exclusiveness has been broken down along the whole northern boundary, and the Amoor river has been opened to free trade from its sources to the sea.

This new liberal commercial and boundary treaty must soon work a wonderful change in the interior commerce of that vast country, and must make the Amoor river a great commercial highway.

Tributary to this river there are many millions of people, whose trade and commerce must be vastly augmented by steam, railroads, and telegraphs.

This commerce must naturally find outlet to the Pacific through the Amoor, where our merchants may congregate,



and with their ships distribute it to the markets of the world.

From the mouth of the Amoor another lateral line of telegraph is proposed, to extend to Yeddo, the capital of Japan; this is accomplished by crossing to the island of Sak-hah-lin, to Jesso, to Nippon, upon which Yeddo is situated, with only about fifty miles of submerged cable.

Thus we have progressed from Moscow to the shores of the Pacific ocean without meeting with more than the ordinary physical difficulties on great lines of telegraph, and have, in a very hasty manner, and to a very inconsiderable extent, touched upon the trade, commerce, population, and resources of this vast country, yet in the main locked up from the approach of exterior contact and commerce.

We have shown how, by its own local and intrinsic merit, *this route attracts and attaches* to itself the whole European system of telegraphs, and also how naturally the Caucasian, Persian, and Indian nations are made tributary to it; and as we progress to the east, other nations, including China and Japan, are all, as it were, embraced in its ample folds.

Having, therefore, as we conceive, annexed Europe, Asia, and Africa, we have yet America to reach, in order to encompass the whole earth.

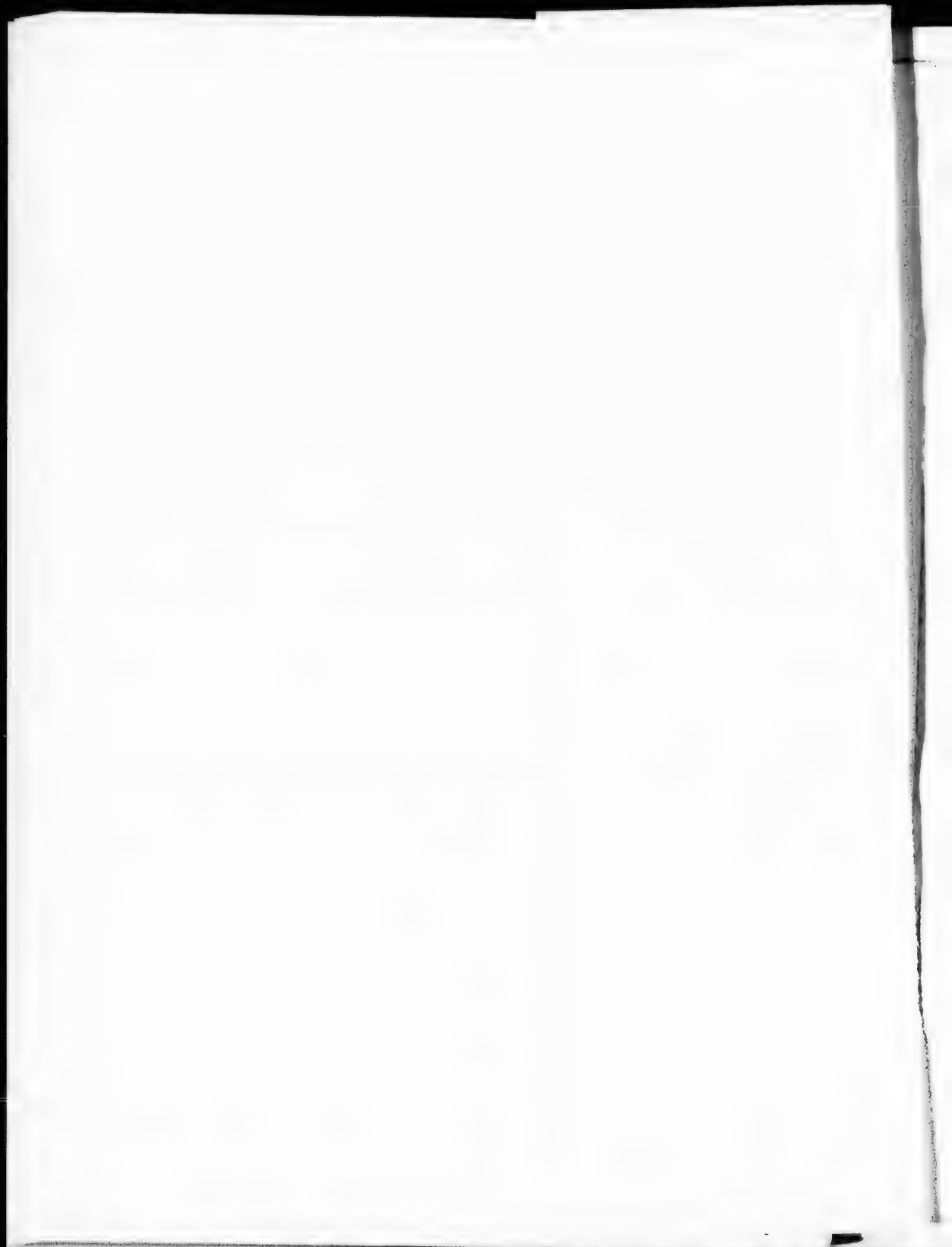
From the mouth of the Amoor, in order to reach America, there are several routes proposed. Whichever may be the most practicable should be most unquestionably selected.

We do not propose to enter into any lengthened argument for or against any of the particular routes; but we have come to the conclusion that, until the route *via* Behring's straits shall be, upon full and fair investigation, pronounced impracticable, to be the route to which we should first give our attention.

By this route submarine cables are dispensed with, except at one point—the crossing of the straits—and then only to the extent of 40 to 60 miles, which may be divided into shorter sections by using islands lying in the straits.

The advantage of this route over all others is so patent, in view of the necessity upon any other line of long submerged cables, that it has only to be stated to be at once fully appreciated.

We do not, from all the light before us, believe that the physical difficulties in the way are of such a nature as to be insuperable, though they may be very great. Our greatest apprehension arises from the presence of savage tribes along a portion of the route as you approach Behring's straits, over



which, as yet, the Russian government has exercised absolute control.

This objection may, however, be very materially modified, when we come to know, by actual contact, how far these tribes are to be controlled even without force.

It is not apprehended that any unusual stubbornness or difficulty will be encountered not incident to most of the red tribes, both in America and Asia. However, the cause is worthy of the trial, and until it is known that they cannot be controlled sufficiently to permit the passage of a telegraph through their country, we shall be in favor of the attempt.

It is not considered that on the American side much difficulty will be encountered, except in a portion of British Columbia; but it is to be hoped that the importance of the object in view will bring sufficient power to bear upon the difficulties to be overcome so as to dissipate them all.

What are the probabilities and the prospects of the ultimate success of an overland telegraph to unite Europe with America? Let us see: In the first place, we have come to the conclusion that it can be done; and, in the next place, it is infinitely more practicable and likely to succeed than by any other route or mode yet suggested.

In fact, we have come to the conclusion of its entire practicability, and that it only is a mere question of how much will it cost, and can it be made to pay as in investment.

In an international, in a commercial, in a political, in a utilitarian point of view, it soars above all mere questions of cost, of profit and loss, of dollars and cents.

It is one of those great works which very properly commends itself to the attention of all governments, because its value or importance cannot be measured by a mere money standard.

If it were possible, we think that the commercial nations of the world should unite in its construction, and donate it to progress and civilization.

But as such a plan would be impracticable, the next thing to be done is to encourage the construction of it by private parties by all the means at our command.

Already, while we are writing, the work of progression is busy at both extremities: Russia is constructing her line eastward across the Urals, while the United States is engaged in pushing to the west over the Rocky mountains and to the shores of the Pacific. Thus these two opposite forces are constantly diminishing the intervening space and solving most effectually all doubts and difficulties as to the possibility of

telegraphic communication overland between America and Europe.

Telegraphs tending ultimately to unite America with Europe by the overland route, *via* Behring's straits and Asiatic Russia, are in progress of construction on both sides: Russia is determined to build her line to the Amoor, while the contract made by Colonel Hiram Sibley with the United States government to construct a line to California insures a line from the Mississippi to San Francisco. Nor is this all: a line is in course of construction from California to Oregon.

Consequently, it will be perceived that there remains only the intervening space on the American side from Oregon to Behring's straits, some two thousand miles, and on the Asiatic side from the straits to the mouth of the Amoor, some two thousand two hundred miles, in all say about four thousand two hundred miles, to complete the circuit of the earth.

It would seem a small matter to fill up this intervening gap when we take into consideration the immense interests involved.

We have already seen many millions of dollars expended in experimenting with long deep-sea cables, upon theory alone, in order to unite distant continents; it certainly looks to be but a small affair to carry out this plan of connecting the Old with the New World, when we see that success is certain with our present knowledge of working telegraphs, and at a less cost than was incurred in laying the Atlantic cable.

Four thousand miles of land telegraph is no very great distance, when we see what has been already constructed and in progress of construction in America and Europe.

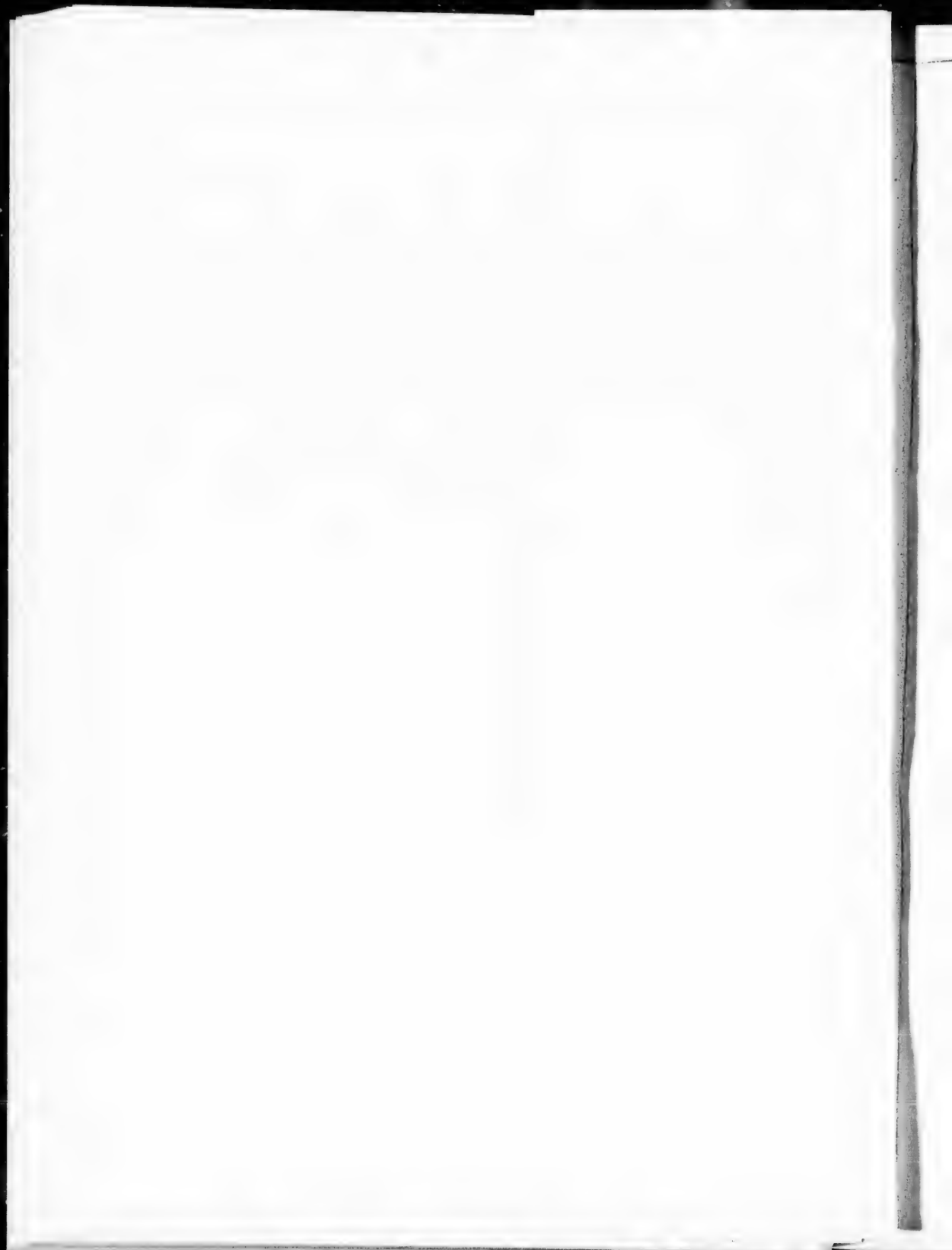
The California overland line will be two thousand miles long, and will be constructed for about three hundred and sixty thousand dollars.

In fact, the proposed line from Oregon to the mouth of the Amoor can undoubtedly be built for less than the Atlantic cable cost.

There are now in Europe some one hundred and fifty thousand miles of telegraph, and in America fifty or sixty thousand miles, producing a revenue of probably ten millions of dollars annually.

Unite all these lines, and make them subsidiary to the great world-encircling telegraph, and it must become one of the most lucrative investments possible.

If this line should be finally constructed, it leaves nothing more for human enterprise to achieve in telegraphic communication except to fill up gaps and construct lateral lines. It



will encompass the earth over a route formed by nature, and to which there can be no rival; it accomplishes everything, satisfies every interest, penetrates into every nation and country, pervades the whole earth.

Aside from telegraphic communication, there are other interests which would be materially benefitted by this exploration and survey.

The Amoor is now open to free trade; a number of American ships and merchants have been attracted there already by its rising commerce. A number of steamers and steamships have been built in the United States, either for commercial purposes or connected with its rising fortunes as a Russian colony.

Again, in view of establishing steam communication between San Francisco and China by way of Japan, Hakodadi might become an intermediate station, which would rapidly augment American commerce in the North Pacific and adjacent coasts and seas; consequently, a more thorough survey and knowledge of those remote coasts and islands would be highly advantageous to commerce. And, in this connection, a thorough search for the most favorable points from whence a supply of coal for steam navigation could be obtained, would not be neglected. Coal is found on the Fox islands, on Jesso, and Sak-hah-lin.

Our Pacific whaling fleet, of which more than a hundred sail frequent the more remote coast and waters of the North Pacific, would be vastly benefitted by such survey as the one proposed. Shipwreck and loss of life would be lessened by a better knowledge of those waters, which consideration should, if necessary, argue in favor of the proposed survey.

As to Russian America, so little known to our commerce (because of the exclusive grant to the Russian American Company of its trade and commerce, internal and external) heretofore, we are likely, on the expiration of their grant, in 1862, to have a commerce also in that direction, when it will also be highly advantageous to have a better knowledge of its coasts and waters.

Under all the circumstances of the case, and in view of other benefits to be derived from the exploration and surveys as proposed by Mr. Collins, the committee recommend an adequate appropriation by Congress in order to carry out successfully the views of the petitioner, and for that purpose report a bill.

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IN THE HOUSE OF REPRESENTATIVES.

FEBRUARY 18, 1861.—Read twice, committed to the Committee of the Whole on the state of the Union, and ordered to be printed.

Mr. J. COCHRANE, from the Committee on Commerce, reported the following bill :

A BILL to appropriate fifty thousand dollars for the survey of the northern waters, coasts and islands of the Pacific ocean and Behring's straits, in view of telegraphic communication between the mouth of the Amoor river, in Asia, and the confines of the Russian possessions in America.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That fifty thousand dollars, or so much of it as may be necessary, be, and is hereby appropriated, out of any moneys in the treasury not otherwise appropriated, for the purpose of making a survey of the northern waters, coasts, and islands of the Pacific ocean and Behring's straits, in view of telegraphic communication between the mouth of the Amoor river, in Asia, and the confines of the Russian possessions in America. Said money to be expended under the direction of the President of the United States; and that two small vessels, propellers if possible, be furnished by the Secretary of the Navy, under the direction of the President, to carry out the intention of this act.

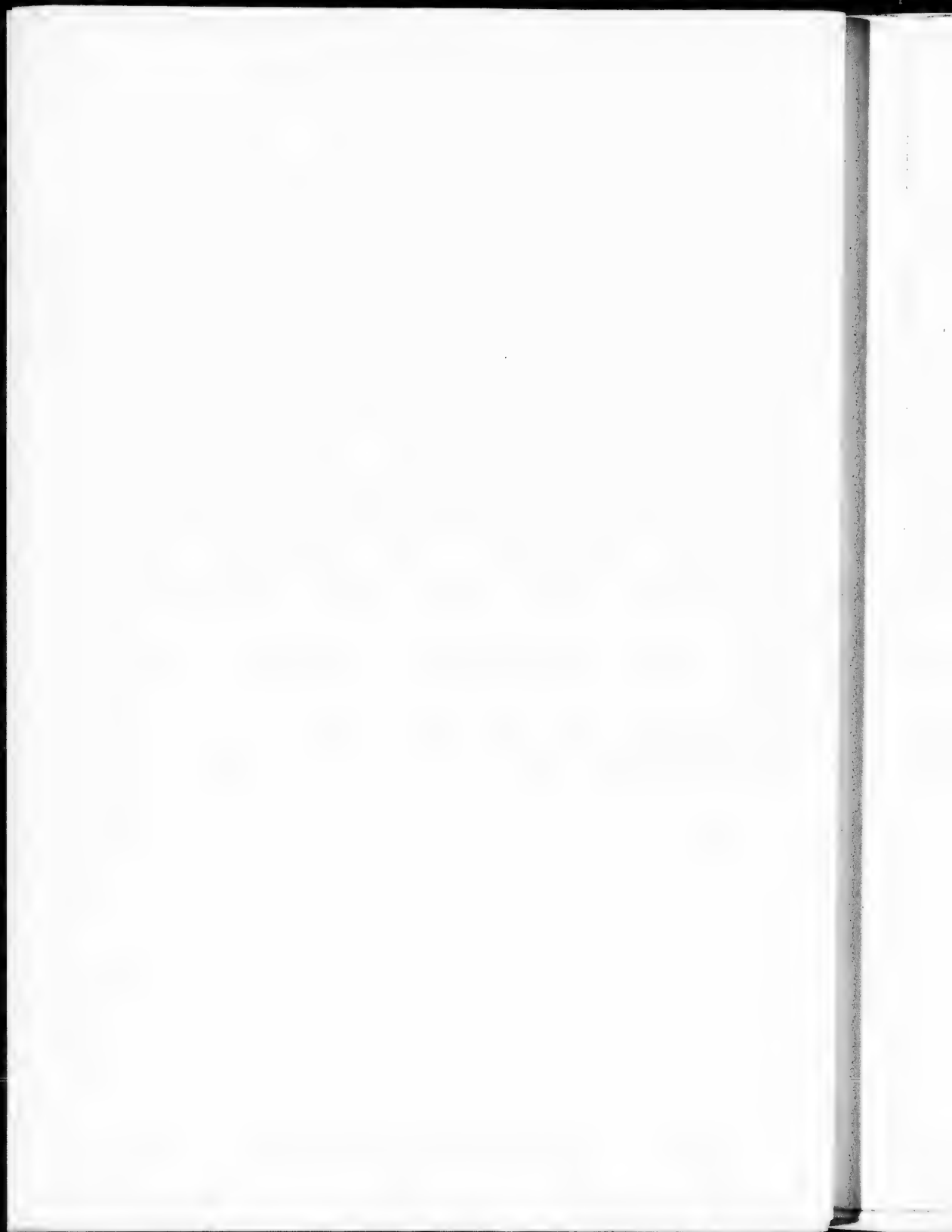
B.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 17, 1862.—Ordered to be printed.

Mr. LATHAM made the following report :

The Committee on Military Affairs, to whom was referred the memorial of Mr. Perry McD. Collins, asking the aid of Congress "that a survey may be made of the North Pacific ocean, in view of overland telegraphic communication with Europe, via Asiatic Russia, would respectfully report :



That it appears from the memorial, the accompanying papers, and other information on file in the Department of State, that he personally undertook and accomplished a voyage overland from St. Petersburg, in European Russia, to the mouth of the Amoor river, on the Pacific ocean, with a view of proving to the commercial world the value and practicability of nearer relations with the hitherto unknown and unexplored regions of Siberia, the great Amoor river, and of Tartary. Mr. Collins performed his task in a most commendable and satisfactory manner.

He being the first American who penetrated these regions, from him we have reliable information in regard thereto.

Accompanying these explorations, special attention was paid to the subject of immediate steam and telegraphic connection with them and our present Pacific possessions. He found a practicable and highly-favored route already existing for the construction of an overland telegraph, uniting us with those Chinese and Japanese ports where, even now, is concentrated the great bulk of commerce. At the time of this gentleman's first visit to that country the telegraph had not extended east of Moscow, in Russia, nor west of St. Louis, in the United States.

The original plan, therefore, comprised an intermediate space of 14,000 miles; a portion of this distance, 4,000 miles at least, nearly due east from Moscow, being along the route traversed by the great Russo-Chinese caravans to Kyachta, on the frontier of Chinese Mongolia; the whole route, from city to city, and from village to village, protected from interruption by the vigilance of government and good order of society as safely as in any portion of our own States.

Aside from governmental considerations, the two great centres of Russo-Asiatic commerce, Kyachta and Nijne-Novgorod, would be brought in telegraphic union, and the whole of Siberia in practical contact with Europe.

From Kyachta the route proposed would cross the Yablonoi mountains, reaching at once the headwaters of the Amoor at Chetah, the seat of government for the province of Trans-Baikal, eastern Siberia; thence along its main course to the strait and coast of Tartary, upon the Pacific.

When first proposed, the latter portion of the above route, from the head of the Amoor to the sea, was considered very difficult; but recently Russia, having obtained by treaty with China the sovereignty of this river and country to the north, has extended over it the same system of Cossack settlements and post stations which secure and render communication all

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through Siberia so orderly and safe; moreover, has already placed a number of steamers successfully on the navigable portion of the river.

The only remaining point is to reach satisfactorily the shores of America, portions of the country remaining still unexplored. The proposed route is to proceed from the mouth of the Amoor up and along the coast of the Okhotsk sea, from the head of the Gulf of Penjinsk across the head of the peninsula at Kamtchatka to the Anadir river; thence to a point under the lee of East cape, crossing Behring's strait to the south of the Godenow islands, and reaching the American coast south of Cape Prince of Wales.

From this point on the American continent proceed south-
erly to Sitka, the capital of Russian America; thence through the British possessions to Vancouver, and thence to San Francisco.

Russians, who have given this subject any attention, favor the route from the Amoor to Petropaulovski, crossing either the Okhotsk sea or following the island of Sak-hah-lin and the Kurile islands until Kamtchatka is reached. From Kamtchatka to Behring's and Copper islands; thence, following the Aleutian islands to Aliaska, on the American main-land.

This last mode of reaching America, however, involves a very considerable extent of submerged cable. By either of the two routes more than two thousand miles of submerged cable is required, divided, to be sure, into sections of greater or less length.

For instance, if the Okhotsk sea were crossed from opposite the mouth of the Amoor river, one cable of 550 to 600 miles would be required to reach Kamtchatka; and again, from Kamtchatka to America, sections of from 50 to 300 miles to reach from island to island.

If the route by Sak-hah-lin and the Kurile islands were followed, the sections would be less; in no case, however, could less than 2,000 miles of cable be dispensed with, while the whole line, land and submerged, would be greater than the greatest northern land route by Behring's strait.

Mr. Collins indicated two other routes, viz: by the way of Ouloutorskoy to Gore's and Nunivack islands, or by Cape Navarin and St. Lawrence island to Cape Romanzoff; either of which would not involve more than one-fourth of the extent of cable proposed by the Kurile and Aleutian islands. Since this subject was first agitated it has been narrowed by the construction of telegraphs, both in Russia and America. The imperial government has assumed the construction of the



whole line, as originally proposed, from Moscow to the Pacific, a distance of 7,000 miles, which is already in course of construction, as will be seen by the following communication from the chief of telegraphs, addressed to Mr. Collins:

"BUREAU OF THE DIRECTOR-IN-CHIEF OF PUBLIC WAYS.

"ST. PETERSBURG, RUSSIA,

"November 30, 1861.

"SIR:

* * * * *

"The proposed execution of the telegraphic line from Kazan to the Amoor is divided into two sections. 1st. From Kazan to Irkoutsk. 2d. From Irkoutsk to the mouth of the Amoor river. The telegraph from Kazan is in course of construction through Perm, Ekaterinburg, and Tumen to Omsk; and the intention is to carry it forward through Tomsk and Krasnoïarsk to Irkoutsk. The line is finished already to Perm, and in the beginning of next year will be opened from Perm to Omsk.

"The construction of the line will not be finished to Irkoutsk before the year 1863.

"The line from Irkoutsk to the mouth of the Amoor river is proposed to be made through Verehne Udinsk, Chetah, Blagovestehensk, Habarovka, at the mouth of the river Ussuri, and through Sofinsk to Nicolavisky, at the mouth of the Amoor.

"Branches will be carried from Verehne Udinsk towards Kyachta, and from Habarovka, by the mouth of the Songotscha, to the port of Novgorod, on the Gulf of Peter the Great.

"The execution of this line of telegraph will be carried out under the supervision and control of the governor general of eastern Siberia and the minister of the navy.

"Steps have already been taken to expedite the building of these lines with the greatest dispatch, as well as the branches from Nicolavisky to Habarovka, and from Sofinsk to the Gulf of De Castries.

"As to the execution of the line of telegraph from New York to San Francisco, for the purpose of joining California to the Atlantic, I learned from you, with the greatest personal satisfaction, and afterwards by reading to the same effect in the newspapers.

"Indeed, the union of the Old World with the New World we must expect to see executed and obtained through the Pacific, which will soon appear to be only practicable, and

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which alone can satisfy the general expectation, particularly as the Russian government offers so many inducements, in my opinion, by its vast system of works begun and to be carried on without intermission, both in Russia and Siberia. In order to build these lines of telegraphs in a shorter time than was originally intended, there will be taken certain measures as much as possible compatible with the uncommon rapid growth of telegraphs in Russia.

"There are already in operation more than twenty thousand *versts* of telegraph lines, and, with branches, almost thirty thousand *versts*; and of this extent, in the last three years were constructed twelve thousand *versts*, with branches, making almost eighteen thousand *versts*; and besides all these lines, there are many more to be constructed to different points particularly important to the interests of the interior of the empire.

"Accept, dear sir, the assurance of my particular esteem.

"CHIEFKIN, *General Adjutant,*

"*Director-in-chief of Public Communications.*

"PERRY McD. COLLINS, Esq."

"Thus, while Russia has been progressing eastward, the United States has been progressing towards the west; and 5,000 miles of continuous wire stretch across the continent, connecting the Atlantic with the Pacific.

The two countries, on their own soil, having already nearly connected the two oceans, thus this question has been reduced to a far less gigantic task than it seemed only a short year ago.

All we have now to consider is the mere uniting of the two systems, and we have a union of all the continents of the globe. The only subject of discussion now being the least length of deep-sea cable.

We have already seen gigantic efforts made, and immense sums of money cast, as it were, into the ocean in futile attempts to connect great distances. The Atlantic cable, unhappily, after exciting the enthusiasm of the world, has come to a disastrous end; the great Red Sea and India telegraph (submerged in sections from Suez to Babelmandel and absent, crossing the Gulf of Persia to Kurachee, in India, near 3,000 miles) has also succumbed to a fate quite as lamentable.

We name these facts, still not without hope that science, ingenuity, and indomitable will, may yet overcome all obstacles.

The recent success of the Malta and Alexandria cable has



inspired the friends of long submerged lines with new ardor and ambition for further efforts.

The Malta and Alexandria cable being a three-section line, (where the length of any one section does not reach 300 miles, and the strength much augmented over similar ones, the size of the conducting metal quadrupled,) it is to be hoped it may render its working a permanent success. The telegraph under consideration, although of greater length, meets with fewer local obstructions than any of those named, short distances only of submerged cable being found necessary. The whole of Asia would be practically annexed to Europe, and, through the line we propose, to America, being to us as a political and commercial nation a subject of great and growing magnitude.

We hold the ball of the earth in our hand, and wind upon it a network of living and thinking wire, till the whole is held together and bound with the same wishes, projects, and interests.

As this Asiatic system penetrates to the east, we may speculate upon probable routes *ad infinitum*. At Kazan which is considered by Russia as the initial point from whence the Russian Pacific telegraph shall be extended, a line may run south through the Astrakhan, Circassian, and Georgian provinces to Teheran, the capital of Persia; and thence, uniting the cities along the Euphrates and the Persian Gulf, connect with the English-Indian line at Kurachee, adding India to the already established Kazan-Amoor line.

Again, from Omsk, a lateral line can be extended through the central portion of northern Asia, uniting Bokara, Turkistan, Cashmere, reaching Cabool *via* Balk, thus again tapping India through the *northern central* gate of Asia. Progressing east, the *Kazan-Amoor* line, reaching Kyachta, on the borders of Mongolia, can be tapped by a lateral one over the route traversed by the tea caravans to Peking; thence to Shanghai, Amoy, and Hong Kong; thus China becomes tributary to the "*grand trunk*" line.

From the Chinese coast to the island of Formosa a line may be projected to Luzon, Manila, the capital of Spanish India; thence from island to island until Australia (Melbourne) is reached, embracing the principal centres of trade in that wonderful, rich, and extensive quarter of the globe.

Pursuing our way along the main course of the Amoor, we have seen what Commander Chefkin proposes in regard to branches to the different points upon the sea of Japan, as far south as 42° north latitude, even to the northern limits of Corea.



At this point, without any telegraphic communication, China and Japan would both be within easy and rapid contact by means of steam vessels, when the commerce of these countries could be regulated for either European or American interests; or, from the mouth of the Amoor, a branch line, involving but three short cables in the whole, to the extent of not more than fifty miles, could be constructed to reach Yeddo, the capital of Japan.

Thus progressing eastward from Moscow to the Pacific, we have prospectively connected the whole of northern Asia, India, China, Japan, Australia, and the islands of the sea.

We now have come to the plain point of the report—the practicability of the *Overland Russian-American Telegraph Union*.

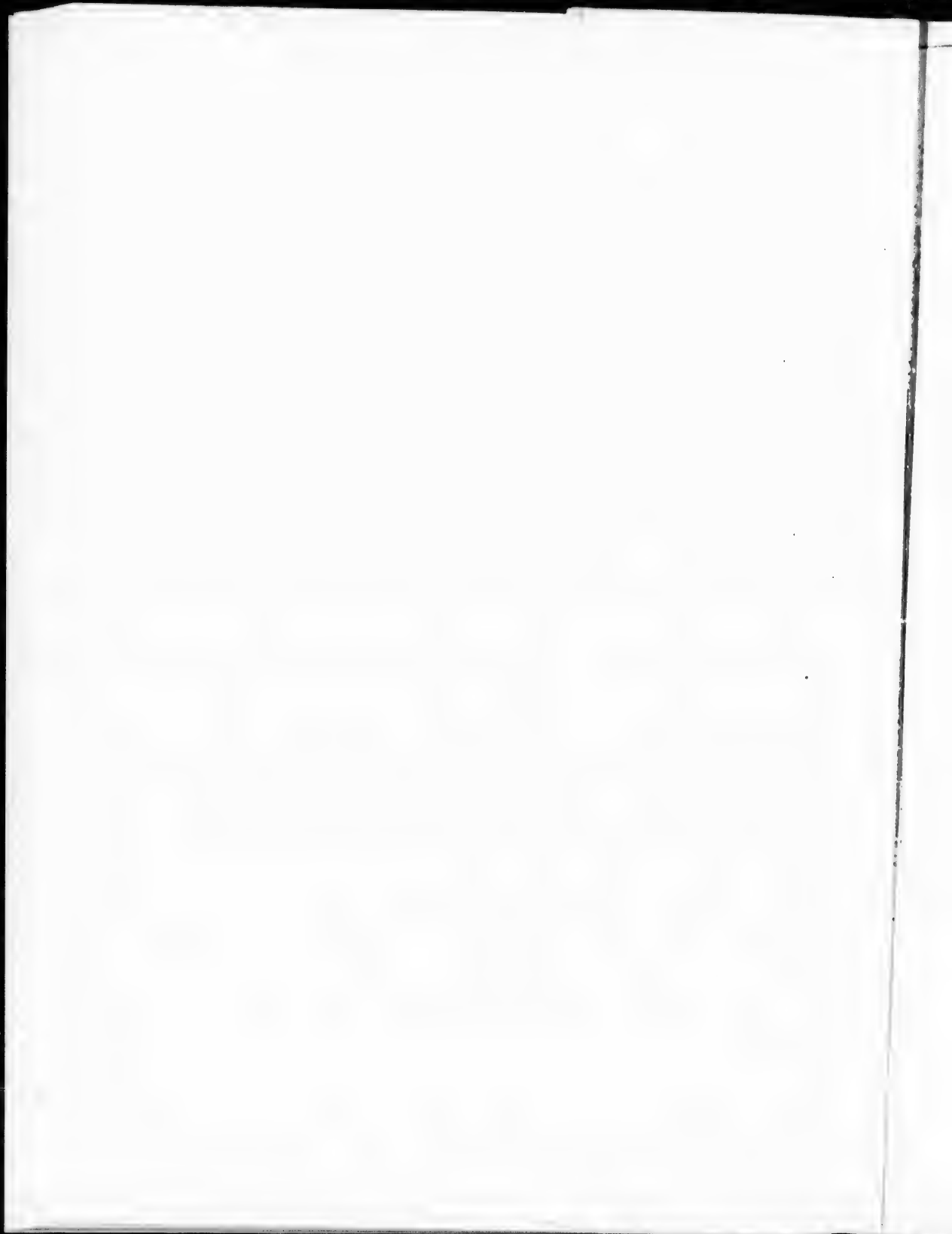
Under the authority from the Russian government, Mr. Collins proposes a survey of the waters, coasts, and islands of the north Pacific, and we think it fully worthy the aid and assistance of our own government.

The waters of the north Pacific, which would come under inspection in the general plan, are much visited by our ships, more particularly the Pacific whaling fleet; while the opening of Japan and the Amoor has also attracted, within a very few years, a large number of our merchant vessels.

Latterly, American vessels having entered this river, the Russian government has also had constructed several sea-going and river steamers in the United States and in Europe, for service here and in the north Pacific, to all of which private enterprise has made an addition of six merchant steamers.

American commerce has then already made its entrance into northeastern Asia; several American commercial establishments have found permanent place within the Amoor at the seat of government, Nicolavisky; American engineers are employed in this so recently unexplored region; American steam engines, saw mills, and machine shops have also found in the wilds of Tartary a new field of practical occupation.

Thus, independent of the consideration of telegraphic communication, the proposed survey of the north Pacific would be of much value to commerce in those regions; our whalers and merchant ships would be guided by certain and reliable information; safe anchorage ground would be revealed; depots and deposits of coal, new bays and harbors, would be sought and sounded, and generally much information obtained serviceable and interesting alike to commerce and science.



Again, in view of the contemplated steam postal communication between San Francisco, China, and Japan, this northern commerce must increase; and whatever there may be in the waters, forests, or mines, be made available by the enterprise of our people. Coal is known to abound in the north Pacific, and with steam communication the quality, locality, means and manner of obtaining it, would be valuable and profitable. Entering so largely into our economic life, and adding so greatly as it does to the power of a nation in these days of steam, railroads, and manufactures, information in its regard must be of the highest interest.

The distance from San Francisco to the Amoor river, *via* Behring's strait—the largest and most northern land line—is estimated at about 5,000 miles. The crossing at the strait, being the only portion of the ocean lying in the track of the proposed telegraph, is but 40 miles wide, which is all the submerged cable that will be required on the whole route. In fact, from New York to Paris, by the *Russian-American line*, we have but this one expanse of water where submerged cable will be required; and though the distance is great geographically, telegraphically it presents no very serious objection.

The most costly, difficult, and longest line in the world is the Pacific telegraph, yet it has not cost over two hundred dollars per mile. The Behring's strait route, from San Francisco to the Amoor, being 5,000 miles long, and estimating it, from climate and sparseness of population, still more expensive to construct than the Pacific—say three hundred dollars per mile—will cost in all but one million five hundred thousand dollars. Thus this connecting link, uniting all the subsisting lines over three continents, costs but a small sum, estimating its value. Experienced and able men, engaged in the construction of long lines, think it can be done for even less.

The highest northern point reached by this route will be within 66° north latitude. The two other highest northern routes would be 63° north latitude and 60° north latitude. The highest point touched *via* the Aleutian islands route, keeping the land to Alaska, will be 62° north latitude on the American coast, and within 54° north latitude on the Asiatic side, while the European lines at present in operation reach considerably above 60° both in Russia and Sweden.

The climate has presented no impediment in their working. In fact, a cold dry atmosphere is favorable to insulation; so that this, though of great length, would work much more surely and rapidly than shorter lines in lower latitudes.

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The American government has already given its aid to the Atlantic cable and the Pacific telegraph. The British government is constantly aiding telegraph projects, and but recently gave the use of a public vessel to assist in the survey of their north Pacific route, *via* Greenland and Iceland; consequently, we have sufficient precedent, if that were necessary, to justify us in asking aid for this proposed survey, and we instance these facts merely to show that the plan is not one of a wild, chimerical character; not only practicable and feasible, but already almost accomplished.

Mr. Collins has for several years pursued with indefatigable zeal, the construction of this overland telegraph, not only before foreign governments, but in arousing the public mind to the possibility of ultimate success. He has at his own expense pushed this project as far as individual enterprise can go, and he now asks the assistance of his own government to perfect a survey and reconnoissance, with the authority of the Russian government, in regions highly advantageous to us as a commercial nation, and holding within themselves unexplored treasures of science and knowledge.

An extract of a letter from Professor Morse to Mr. Collins, shown to the committee, on the subject of overland telegraphic communication, will afford matter of interest:

"New York, November 29, 1861.

"No. 5 West Twenty-second street.

"MY DEAR SIR: Your communication of November 27 is received, and in reply would briefly say, first in general terms, that I conceive there are no *insurmountable* difficulties in the way of establishing a telegraphic communication with Europe westward from San Francisco. That difficulties of a peculiar character may have to be encountered, I do not doubt. * *

"The liability to be injured by climatic changes, such as storms and frost, may be provided against by more than usual substantial material: lower and stronger posts, nearer together, and larger wire, so as to require less frequent and rigid supervision.

"To your fifth question, I answer, I know no reason why they (telegraphs) should not be maintained and worked in high northern latitudes as well as in lower; and my feeling is strong that from the absence of atmospheric moisture, which there congeals into frost and ice, telegraphic wire will conduct better than in warmer latitudes subject to more rain. * * *

"To the eighth question, I can only answer from the scanty means I have of judging of the peculiar obstacles that each



of the two routes presents. In ordinary circumstances, the less submarine communication the better; but there may be obstacles to a land route, such as hostile uncivilized tribes, or marshy borders, that would throw the advantage on the side of a longer submarine line.

"This point, therefore, can better be determined by the intelligent observation of those who have visited the regions of the proposed line, and no one that I know is more capable of giving a more intelligent opinion than yourself.

"SAML F. B. MORSE.

"P. McD. COLLINS, Esq."

We also give an extract from a letter written by Hiram Sibley, Esq., of Rochester, who has been as largely engaged in the construction of lines of telegraph as any man in the country:

"WESTERN UNION TELEGRAPH COMPANY.

"*Secretary's Office, Rochester, Oct. 16, 1861.*

"DEAR SIR:

* * * * *

I can say, however, by way of encouragement to you, that the contemplated difficulties vanished as we approached them.

"The cost of the line will not exceed one-half the lowest estimate made when the contract was awarded to me; and our men are pressing me hard to let them go on to Behring's strait next summer, and (as you say to me) 'if I had the money' I would go on and complete the line, and talk about it afterwards.

"If the Russian government will meet us at Behring's strait, and give the right of way, &c., through their territory on the Pacific, we will complete the line in two years, and probably in one.

"The work is not more difficult than that we have already accomplished over the Rocky mountains and plains to California; and, in my opinion, the whole thing is entirely practicable, and that, too, in much less time and with much less expense than is generally supposed by those most hopeful. No work costing so little money was ever accomplished by man that will be so important in its results. The benefit resulting to the world will pay the entire cost of the line every year after completion while the world continues to be inhabited by civilized man; and it is to me a matter of surprise that any intelligent person, at all familiar with building

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and working telegraph lines in the west, should doubt the practicability of the successful working, after built, of a line to Behring's strait.

"Respectfully and truly yours,

"HIRAM SIBLEY.

"P. McD. COLLINS, Esq."

It is astonishing to observe what great enterprises are accomplished with very small and inadequate encouragement. This has been fully proved in the Pacific telegraph, which although discussed for the last ten years, yet no man would, or association of men could, be found, either in or out of the United States, to undertake its accomplishment without at least the constructive aid of government; and the mere pittance of forty thousand dollars per annum has accomplished one of the wonders of the age; a sum, we have no doubt, the government will save to itself more than ten times this present year. Let this not be called an improper time to present this subject to Congress, because we are engaged in a war for our national existence, and because we are already taxing the whole energies and resources of the nation in a time of great peril; let us rather say that the United States is not only able to suppress rebellion at home, but able also to extend her great commercial and scientific power over the earth.

Such an enterprise as this telegraph from San Francisco to Asiatic Russia will only strengthen our power as a great commercial nation, and evidence to the world that we surrender nothing to the circumstances of the hour, but go steadily, hopefully, and bravely forward in the path of duty; that while there are so many thousands actively engaged in the strife and hazard of war, there are yet many more thousands equally active and zealous in all the arts of peace. If aided and countenanced by government, it would be most readily and quickly undertaken and carried forward.

Thousands of our merchants and ship owners, having been driven from old time honored and beaten paths, want new avenues for expansion and extension of trade; and the opening up of this new source of power will reflect honor upon the commerce and high character of the nation that successfully fulfills it.

All of which is respectfully submitted with an accompanying bill.

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IN THE SENATE OF THE UNITED STATES.

FEBRUARY 17, 1862.

Mr. LATHAM, from the Committee on Military Affairs and the Militia, submitted a report, (No. 13,) accompanied by the following bill; which was read and passed to a second reading:

A BILL to authorize the survey of a route for telegraphic communication between the city of San Francisco, in the State of California, and the Amoor river, in Eastern Asia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, authorized and empowered to appoint a suitable person as engineer, either as an officer of the corps of topographical engineers or otherwise, as he may deem best suited for the purpose, and such other persons as he may deem necessary, to make such explorations and surveys as may be deemed advisable to ascertain the most practicable and economical route for a telegraphic communication between San Francisco, in the state of California, by way of Behring's straits, and the Amoor river, in Eastern Asia; and that, for the purpose of carrying this act into effect, the sum of one hundred thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated.

Sec. 2. *And be it further enacted,* That authority is hereby given, and the Secretary of the Navy directed and required, to detail, for the use of the survey authorized by the preceding section of this act, one small steam or sailing vessel, in his discretion, to assist in the said survey; and that the persons employed in said survey, whether of the army, navy, or of the civil service, shall be organized as the engineer herein authorized to be appointed may advise and direct; and that the report of said survey shall be presented to Congress on or before the first Monday in January, eighteen hundred and sixty-three.

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COMMUNICATION OF HON. WILLIAM H. SEWARD, SECRETARY OF STATE, UPON THE SUBJECT OF AN INTERCONTINENTAL TELEGRAPH CONNECTING THE EASTERN AND WESTERN HEMISPHERES BY WAY OF BEHRING'S STRAIT, IN REPLY TO HON. Z. CHANDLER, CHAIRMAN OF THE COMMITTEE ON COMMERCE OF THE UNITED STATES SENATE, TO WHICH WAS REFERRED THE MEMORIAL OF PERRY McDONOUGH COLLINS.

SENATE CHAMBER, *April 14, 1864.*

HON. WILLIAM H. SEWARD,

Secretary of State.

SIR: I have the honor to transmit herewith, a printed copy of the memorial of Perry McD. Collins, representing that he has obtained from the government of Russia a grant of the privilege to construct a telegraph from the mouth of the Amoor river to the Russian possessions in America, and a similar grant from the British government in British Columbia, and praying the co-operation of the government of the United States to enable him to complete his enterprise.

The Committee on Commerce of the U. S. Senate, to whom this memorial has been referred, will be glad to receive from you such information upon the subject as may be in the possession of the Department, together with your views upon the expediency of granting the prayer of the memorialist.

I have the honor to be, Sir,

Your obedient servant,

Z. CHANDLER,

*Chairman of Committee on Commerce
of the United States Senate.*



Memorial of Perry McD. Collins, representing that he has obtained from the government of Russia a grant of the privilege to construct a telegraph from the mouth of the Amoor river to the Russian possessions in America, and a similar grant from the British government in British Columbia, and praying the co-operation of the government of the United States to enable him to complete his enterprise.

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 APRIL 12, 1864.—Referred to the Committee on Commerce, and ordered to be printed.
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To the honorable the Senate and House of Representatives of the United States of America in Congress assembled :

The memorial of P. McD. Collins, a citizen of the United States of America, and a resident of the state of California, most respectfully represents: That he has obtained from the imperial government of Russia privilege to construct a line of telegraph from the mouth of the Amoor river, in Asiatic Russia, to the frontiers of the Russian possessions in America, adjoining the possessions of Great Britain.

In connection with the grant from Russia, the Russian government stipulate, upon certain conditions, to construct a continuous line of telegraph connecting the European system with the Pacific ocean, about eight thousand five hundred miles east of London, and on the route of a line which may be projected to Peking and the great commercial cities of China.

Your memorialist also represents, that after having obtained the Russian grant, and upon a representation of the state of the case and the facts to the government of her Majesty, that he has been authorized by the British government to construct a line of telegraph across the intervening territory of British Columbia.

Thus the grants from Russia and England authorize the construction of a continuous line of telegraph which is to



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connect Europe with the United States across the whole of Asia and the northwest coast of the Pacific.

The whole country, except a portion of the route in British Columbia over which this proposed line must pass, is sparsely inhabited, and presents no local inducement for the construction of a telegraph.

The sole inducement to the construction of a telegraph over this great extent of country is the union of Asia and Europe with the American system of telegraph lines, and by as nearly as is physically possible an overland route.

The great progress of telegraphs both in Asia and America since the proposition was originally made to induce a trial of this northern overland route, in order to unite Europe and America, has cleared away from the path of this enterprise many apparent difficulties suggested in the early stages of the undertaking.

Russia has extended her telegraph from St. Petersburg to Irkoutsk, a distance of four thousand miles to the east; and now a line is being constructed along the Amoor river, which is to connect with the line in course of construction from Irkoutsk to the east. Thus it will be seen that Russia is rapidly approaching, with a continuous line, the Pacific ocean.

On our side of the world we have already reached the Pacific, and up towards the British possessions, and as far as Portland, Oregon.

From our northern frontier, adjoining British Columbia, to the mouth of the Amoor river, in Asiatic Russia, the distance may be stated in round numbers at some five thousand miles.

Previous to granting right of way for the construction of a telegraph, the Russian government authorized your petitioner to survey a route over all that portion of the Russian dominions east of the Amoor on to British Columbia.

On two previous occasions your petitioner presented to Congress the facts of the case, and reports were made thereon, copies of which are hereunto annexed, marked A and B.

The reasons which then existed not only hold good now, but are greatly enhanced by the absolute grant of right of way then withheld.

There is much in the north Pacific valuable to us as a nation in a commercial point of view, aside from the special interest particularly involved.

Our Pacific whaling fleet resort in considerable force to the seas, bays, and sounds, not only of the Pacific, but of the Arctic; in one year more than seventy American vessels have



passed through Behring's strait, and largely over one hundred have visited the waters adjacent, and the Okhotsk sea.

The commerce of Japan and of the Amoor region, increasing from year to year, makes it requisite that we should have a more perfect knowledge of these interesting regions of the north Pacific.

In view of the premises and furtherance of American commerce and enterprise, and the vast and incalculable benefits to result to us as a great commercial nation out of the achievement of telegraphic communication which shall not only unite Europe to America, but add the whole of Asia, including Japan, China, and India, your petitioner most respectfully asks the favorable consideration of Congress, and that aid for a survey of the proposed telegraph, and a subsidy, in the form of a contract, for the dispatch of government messages, be accorded, so as to meet the concessions of Russia and Great Britain in a co-operative international spirit, and for the general intelligence of all nations.

And, as in duty bound, your petitioner will ever pray.

PERRY McD. COLLINS.

DEPARTMENT OF STATE.

Washington, May 14, 1864.

To the Hon. ZACHARY CHANDLER,
*Chairman of the Committee on Commerce,
 in the Senate of the United States:*

SIR: I have the honor to reply to your letter of the 14th of April last, upon the subject of the memorial which has been submitted to Congress by Mr. Perry McDonough Collins.

Mr. Collins is an American citizen, residing in California. He has been, since 1856, commercial agent of this government for the Amoor river. The public archives, as well as the records of Congress, furnish satisfactory evidence that the country could not have a more enlightened, assiduous, and faithful representative.

The project which he submits for the consideration of Congress is the construction of a line of telegraph from some point on the Pacific Telegraph line, or the northern extension thereof, in one of the Northwestern States or Territories,

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across the border of the United States and through British Columbia and Russian America to Cape Prince of Wales; thence across Behring's strait to East Cape; and thence by an inland route around the Sea of Okhotsk to the mouth of the Amoor river.

The telegraph line thus proposed is intended, primarily, to connect at the last-named place with a line to be extended from thence to Irkoutsk, the capital of Eastern Siberia. At that important town a line of telegraph begins, which stretches through Tomsk and Omsk, in Western Siberia, Katherinburg on the Asiatic European frontier, Pirm, Kasan, Nijne-Novogorod, and Moscow, to St. Petersburg, the capital of the Russian Empire.

The line projected by Mr. Collins, from the Pacific Telegraph to Amoor river, with its anticipated extension by the Russian government to Irkoutsk, would be the one link now wanted to supply direct and unbroken telegraph communication from Cape Race, in Newfoundland, on the eastern coast of America, across the eastern and western continents and the Pacific ocean to Cape Clear, in Ireland, the westernmost projection of Europe.

When a submarine cable shall be successfully laid between Cape Clear and Cape Race, it will, together with the link I have last before described, complete a telegraphic circuit around the earth between the parallels of forty-two degrees and sixty-five degrees of north latitude.

Three questions arise from Mr. Collins' memorial, namely:

First. Is the enterprise feasible?

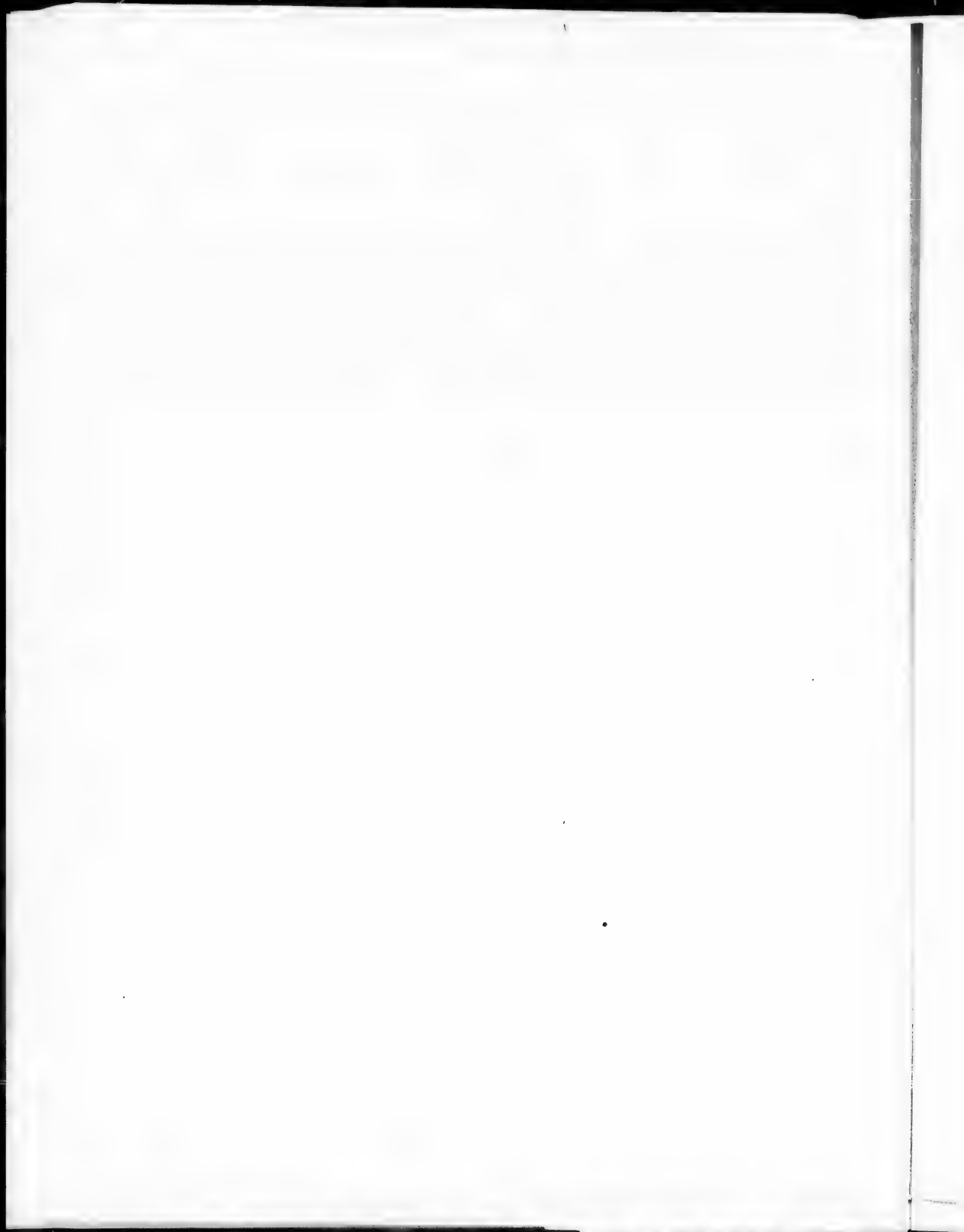
Secondly. Would it be useful?

Thirdly. Has it a just claim on the government to the patronage which he solicits?

I shall examine these points in their order.

First. The feasibility of the enterprise. The difficulties to be surmounted may be classified—physical, political, and financial.

The most prominent physical difficulty is the extent of territory to be traversed. The starting point must be chosen in either Nebraska, Kansas, Colorado, Utah, Montana, Idaho, Oregon, or Washington. Thence the distance to the line of British Columbia would be about one thousand miles; the distance to be traversed through British America, to the line of Russian America, about six hundred miles; the distance through Russian America to Cape Prince of Wales, about nineteen hundred miles; the length of a submarine cable across Behring's strait would be forty miles; and the distance



from East Cape, by an inland passage around the sea of Okhotsk, and through the settlements of Okhotsk, Ayan, and Shantar's bay, which are well-known stations of the whale fishery, to the mouth of the Amoor river, would be about twenty-five hundred miles. The entire length of the line would be about six thousand and forty miles. Operative telegraph wires have already been stretched on this continent of the aggregate length of seventy thousand miles; and similar wires have been stretched on the eastern continent of the aggregate length of two hundred thousand miles. Operative submarine telegraph wires have been laid of the lengths, respectively, of three hundred miles, and five hundred miles, from Dover to Heligoland, and from Malta to Tripoli.

Thus it is seen that the *mere extent* of the route to be traversed in the present case does not constitute an insurmountable nor even a serious difficulty.

The physical obstacle which next presents itself, is the surface formation of the regions to be traversed. That portion of the route which lies within our own territory is chiefly mountainous; and the projected telegraph line must, at least, course along declivities of the mountains, even if it should not be found necessary in one case, to surmount them. British Columbia presents a similar topography. But there the mountains are divided into three ranges, whose courses are from north to south, while intervening valleys invite the introduction of telegraphs and roads. The Pacific coast of Russian America is chiefly level. The portion of Siberia which lies between East Cape and the head of the sea of Okhotsk is, for a large extent, a steppe, or plain, with gentle elevations occasionally rising into mountainous ridges. At the head of the sea of Okhotsk a range of mountains must be crossed, and the region lying between that range and the mouth of the Amoor river is of the same character as that before mentioned, which extends from the same range northward to East Cape. The highest elevation to be overcome on the whole line would be found in the Rocky mountains, within the United States; and this elevation may be estimated at eight thousand to ten thousand feet.

Operative telegraph lines have already been stretched over steppes, in both continents, similar to those thus described. The Pacific telegraph line, in crossing the Sierra Nevada, rises to an elevation greater than that which is to be surmounted on the line now under examination.

With the exception of timber, all the materials of a telegraph line are light and portable. Metallic wire sufficient for

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a mile of telegraph, together with the materials for insulation, weighs not more than four hundred pounds. Sufficient timber awaits the builder along the route through the United States and British Columbia. Timber is also found on those portions of the projected line which lie within the Russian dominions, on each continent, with the exception of a timberless steppe, five hundred miles wide, on each side of Behring's strait. There the needful timber can be brought near to the line, either by sea or from the forest-covered shores of navigable rivers.

The temperature of the region through which the northern part of the line would pass is very low. Nevertheless, winter is less severe than it is between the same parallels of latitude on the Atlantic coast. The telegraphic line which connects St. Petersburg with Archangel on the White sea, and also the telegraphic line which passes around the Gulf of Bothnia and connects St. Petersburg with Tornea, are maintained in operation without difficulty, although they cross as high parallels of latitude as those which lie in the way of Mr. Collins' line.

The waters of Behring's strait are about one hundred and eighty feet deep, and they are frozen through one-half of the year; but the congealed mass, when broken, generally takes the form of anchor ice, and not that of icebergs. Thus, climate seems to offer no serious obstacle to the enterprise; while it is not entirely unworthy of consideration that in cold latitudes timber used in any necessary structure is less perishable than timber used in warm latitudes, while less of insulating material is demanded in high latitudes than is required in more genial climates.

The only political difficulty in the way of the enterprise is the fact that it requires concerted aid from three several States, namely: The United States, Great Britain, and Russia. The two last-named Powers have already, with enlightened and fraternal liberality towards the United States, made all the concessions which were demanded. Therefore, if Congress shall grant the application of Mr. Collins, no political obstacle will remain.

That portion of our own country in which the enterprise is to be carried on, is so well known as hardly to require a description more minute than I have already given. It is newly and as yet thinly settled. The case is the same in British Columbia. Indian tribes are found along the American part of the route, but they have been so well subjected to the influences of society and government, through the operations



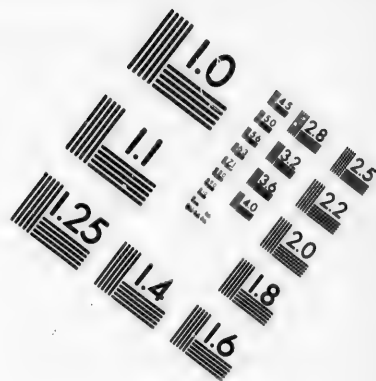
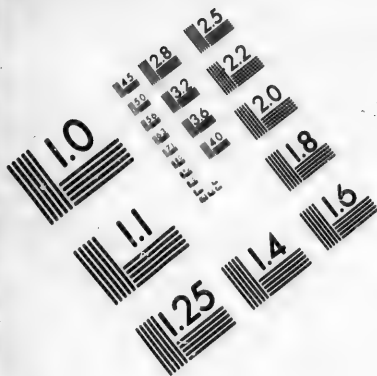
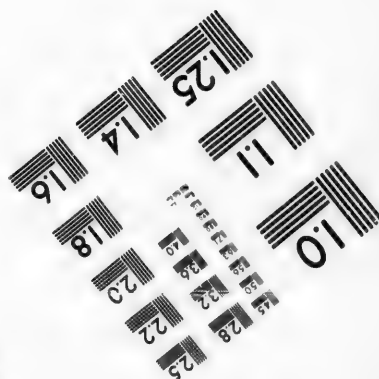
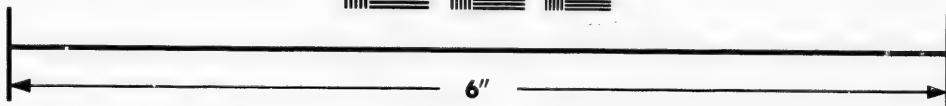
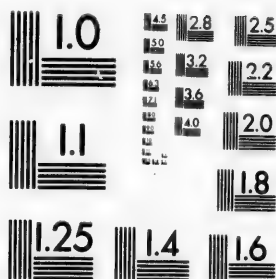


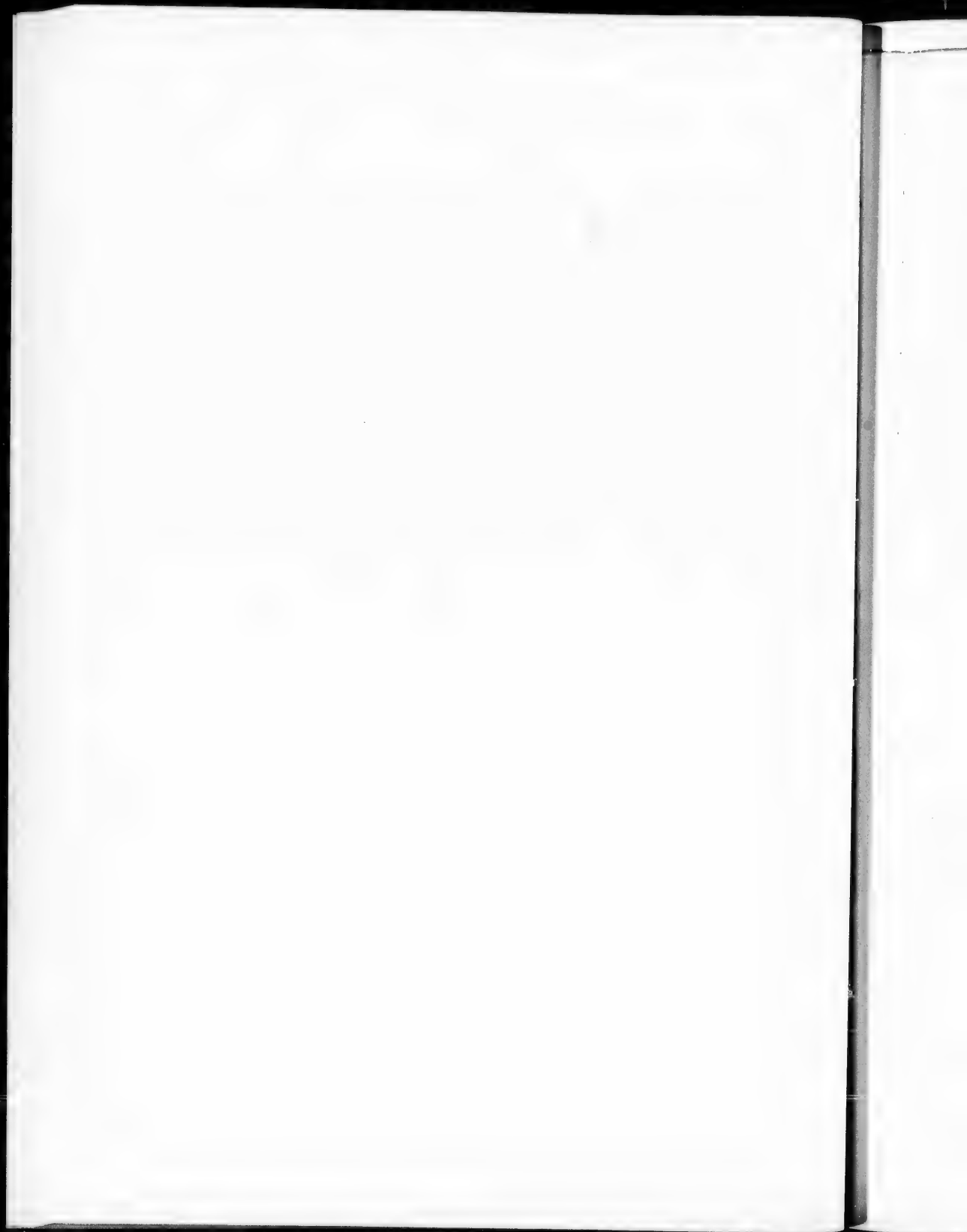
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of the Fur Trade, that no serious resistance from them need be apprehended. The inhabitants of Asiatic Russia who dwell inland are nomadic Tartars, affecting much independence. They are, nevertheless, not savage like the American natives. After centuries of internal war, they have now settled into a state of semi-civilization, in which they are accustomed to barter with whalers, with exploring parties, and, with the government agents of Russia, and they are hospitably inclined by that intercourse.

The result of the survey of facts thus far made is, that there are no insuperable obstacles, either physical, political, or social, in the way of the projected line of telegraph.

In regard to the expense which it requires, I must be content to refer the Committee of the Senate to the estimates which have been submitted by Mr. Collins. They have been made with a view to secure from private sources an advance of the moneys to be expended, and at the same time to obtain from the governments of Great Britain, Russia, and the United States, the necessary political aid. It may be assumed, therefore, that they were prepared honestly and cautiously, and with as near approach to accuracy as is possible in regard to a design in which so much that is to be done must be done under conditions never before tried. Mr. Collins estimates the whole cost at five millions of dollars. A just legislative caution would probably induce Congress to double that estimate. I understand that an association is already formed with a capital of ten millions to be devoted to the enterprise. I am, therefore, of opinion that it is entirely feasible.

I proceed, in the next place, to consider the probable usefulness of the enterprise.

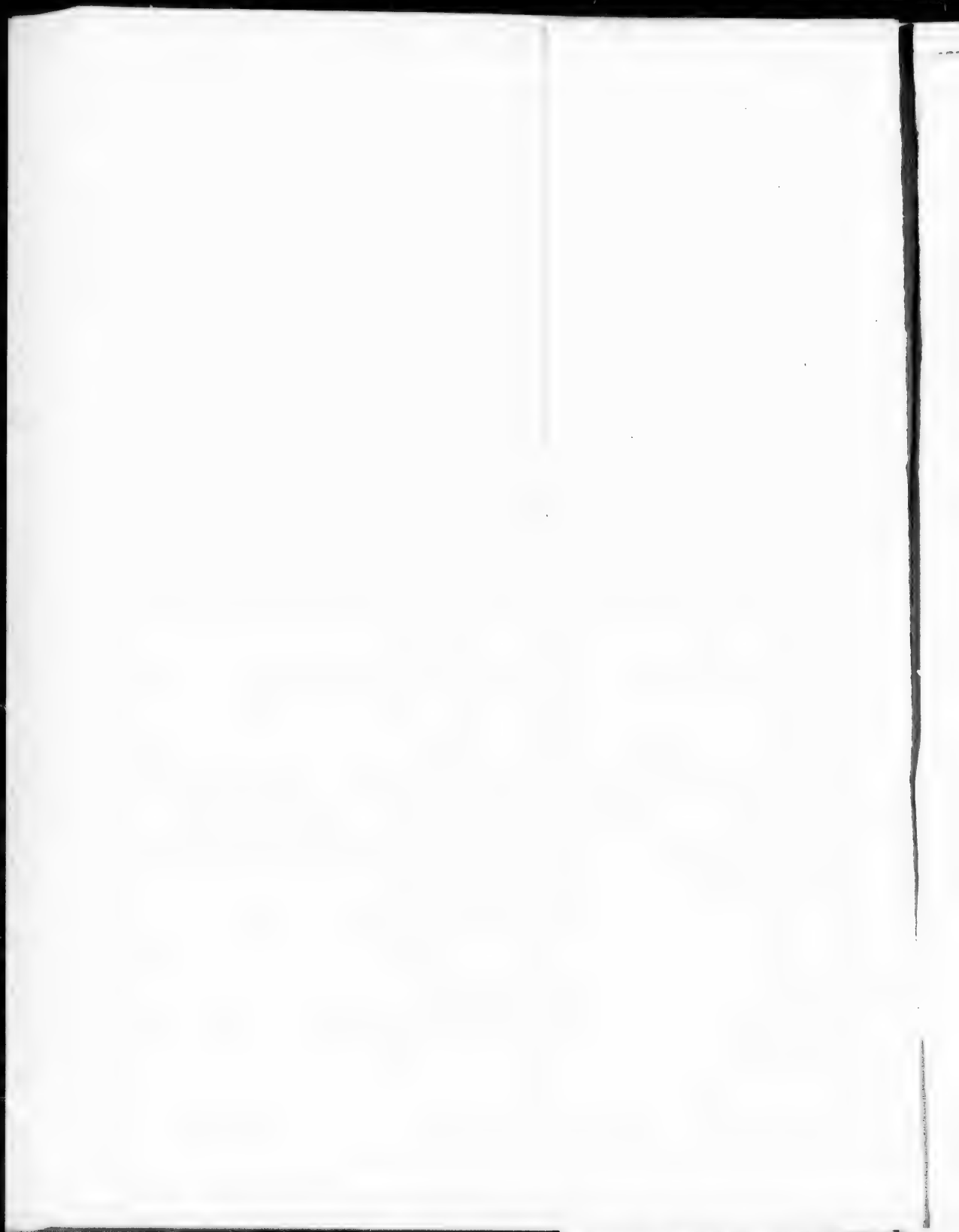
It is needful here to assume that the line of telegraph proposed will be extended immediately from Amoor river to Irkoutsk, so as to complete the telegraphic chain over the two continents. The agreement of Russia leaves no room for doubt on this point.

It is quite too late at this day to debate the abstract question of the usefulness of the magnetic telegraph. It would be as easy now to dispense with the steam engine on land or on sea, in the business of commerce, in social intercourse, or in political affairs, as it would be to forego the use of the telegraph. To be without it, is to be isolated. Other conditions being equal, the country that has the largest extension and the most thorough radiation of the telegraph wire enjoys the most active and profitable system of domestic commerce.

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Of the seventy thousand miles of telegraph now in operation on the American continent, sixty thousand miles are found within the United States, and the remainder in the provinces of British America. But commerce on the American continent defies political restraint and centralizes itself within our own country. For practical purposes, we may regard the whole telegraph system of the American continent as our own. But internal commerce imparts life to, and receives new life in return from, foreign commerce. In proportion to the extent and variety of its resources, the nation that enjoys the most prosperous foreign commerce exhibits the greatest industrial activity and domestic happiness within its own borders. The vigor which commerce has already attained among us, while we continue to hold our communications with the eastern continent by navigation only, is justly a subject of national congratulation. Can there be a doubt that if our telegraph system should be connected by a trans-oceanic line with the one that is now performing its equally isolated part on the eastern continent, new and stronger reciprocity would be exhibited, not only in commercial centers, but in every recess of the land? The unremitting exertions which are made by enlightened men in Europe and the United States to connect the two countries by a wire passing through the Atlantic ocean, as well as the responses which Great Britain and Russia have made to the application for favor and patronage to the line now under consideration, show the existence of a very wide and general conviction that each of the isolated telegraph systems existing on the two continents is imperfect and incomplete, and relatively inefficient, and that a connection between them is a necessary supplement to secure their greatest attainable usefulness.

Setting aside the temporary disturbance of war, the merchant, or the manufacturer, the miller, the farmer, the miner, or the fisherman of Halifax, Quebec, Portland, Boston, New York, Philadelphia, Baltimore, Charleston, New Orleans, Galveston, Montreal, Buffalo, Pittsburg, Chicago, St. Louis, Memphis, St. Paul, Little Rock, Denver, Salt Lake City, Carson City, Los Angeles, San Francisco, Sacramento, Portland, with the aid of an intercontinental telegraph, would be in daily and, in case of need, in hourly correspondence with producers and consumers on the Amoor, where the fur trade of Asia is gathered up; with Sovinsk, the depot for the overland traffic between Russia and Japan and the mineral treasures of Nerchinsk; with Kiachta, the center of the international commerce of Russia and China; with Irkoutsk, Moscow,

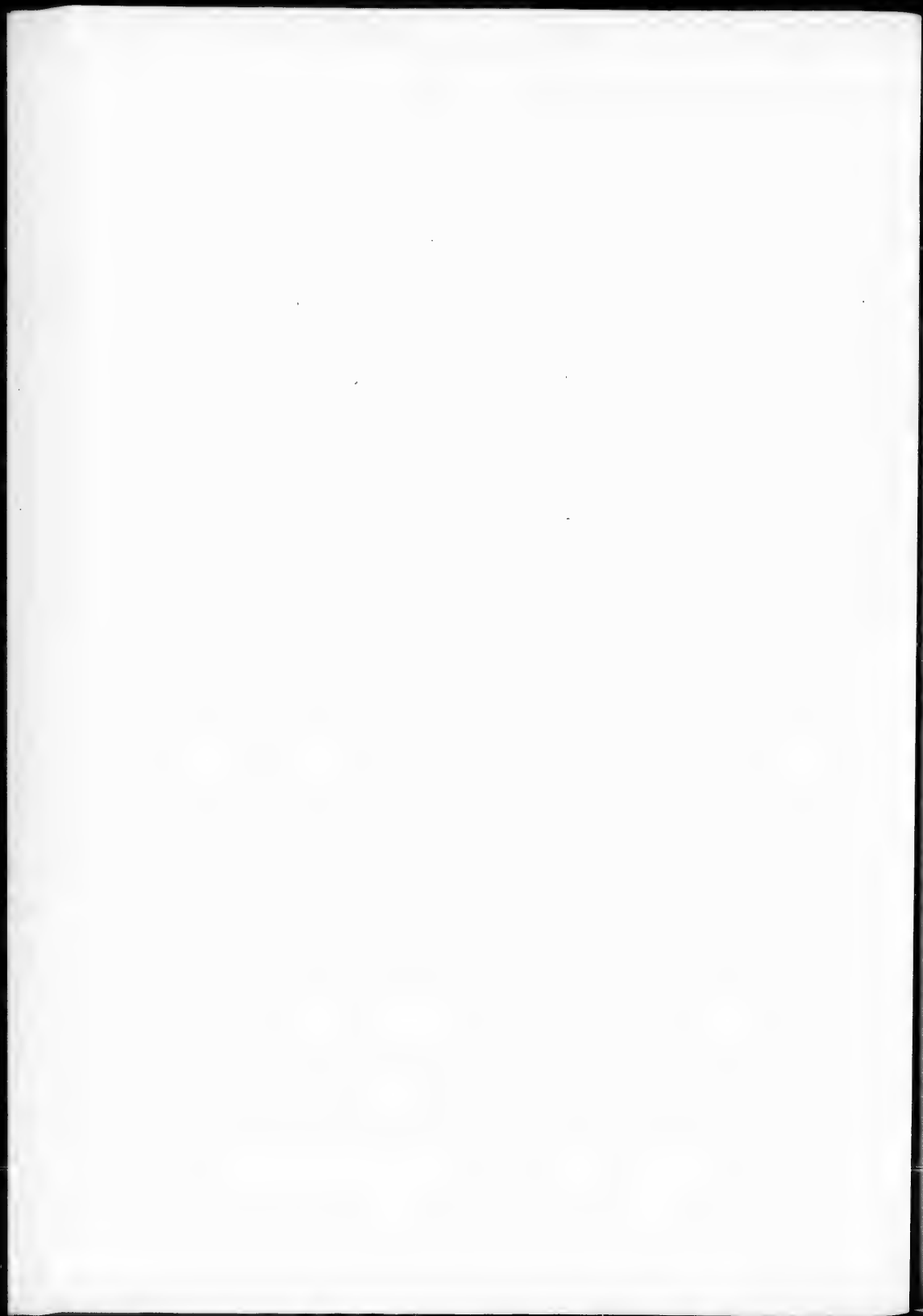


St. Petersburg; with all the cities of Western Europe, including Constantinople; with the cities of Alexandria, Cairo, and Suez; and with every other town, city, or hamlet, on either continent, now in telegraphic connection with the several marts of trade which have been enumerated.

Every one knows, however, that neither the American nor the European system has yet attained to its ultimate development. Transient wars now delay the establishment of wires in Pensacola, Havana, San Juan, Panama, Quito, Lima, Valparaiso, Buenos Ayres, Montevideo, Rio Janeiro, Surinam, Caraccas, and Mexico, and the incorporating of them, with all their local ramifications, into one American telegraph system. On the eastern continent neither the domestic disturbances nor the rivalries of States, nor their occasional collisions, prevent a continual expansion of the telegraphic system. The telegraph construction of Russia at this day, like her system of railroads, presents the frame-work of an imposing structure, the dimensions of which are boldly outlined, while the connections and extensions yet remain imperfect and unfinished. It has been already mentioned that the Emperor has bound himself to extend the main eastern and western line from Irkoutsk to the mouth of the Amoor river. This extension is now rapidly advancing. But this is only a single and not very prominent part of the work which the Emperor of Russia has begun. His design embraces nothing less than the following stupendous works, namely: A telegraph wire, with the necessary submarine cables, from the mouth of the Amoor river across the straits of Tartary, over the island of Sakhalin, across the straits of La Perouse, over the island of Jesso, through Hakodadi, and across the straits of Sangar to Yeddo, the capital of Japan.

Secondly. A telegraph wire from the confluence of the Usuri with the Amoor, which confluence is seven hundred miles above the mouth of the latter; thence southward, on the bank of the Usuri, to lake Kingka; and thence to the port of Vladi Vostok, on the coast of Tartary, opposite to the port of Hakodadi, on the eastern coast of the Japanese sea. Vladi Vostok is selected by the Emperor for his naval station on the Pacific coast.

Thirdly. A telegraph wire from Irkoutsk, before described as the capital of Eastern Siberia, through Kiachta, now the entrepot of European and Chinese overland commerce, through the vast territory of the Mongols to the gate in the Chinese wall at Yehol, and thence to Pekin, the capitol of the Chinese Empire. American citizens temporarily residing in that coun-



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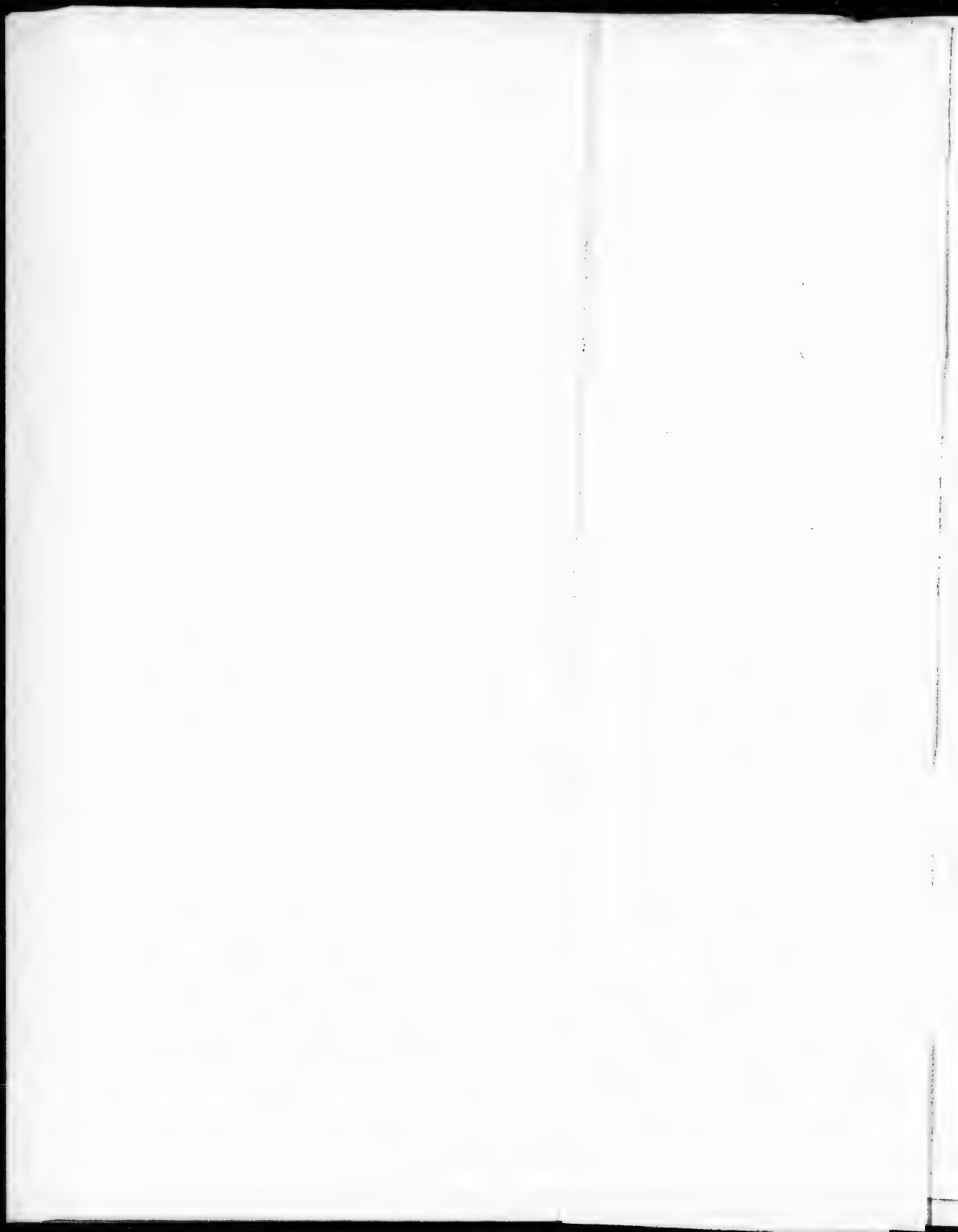
try are now soliciting, with good prospect of success, permission from the Chinese government to extend this last mentioned line overland through China, to terminate with the needful branches at the ports of Nankin, Shanghai, Amoy, and Canton, on the Pacific coast, opposite to California.

There are already in operation twelve thousand miles of telegraph wire in the continent of Australia. This Australian telegraph system, which now is so purely local and isolated, is nevertheless expected to be brought into combination by alternating submarine and island wires with the Chinese and Russian wires last described.

Fourthly. A telegraph wire from a station on the main continental Russian line at Omsk, near the southern boundary of Asiatic Russia; thence passing through Mongolia and entering China at Iluc, sometimes called Illy; thence crossing Turkestan, Bokhara, and Balk, to Cabool, in Afghanistan; thence to capital points in the Punjaub, where it will meet the telegraphic system of India, and thus become a medium of communication between London and the colonial dependencies of Great Britain, the Netherlands, Spain and Portugal, on the shores and islands of the Great Indian ocean.

Fifthly. A telegraph wire from Kazan, on the main central Russian line, through Georgia and Circassia, along the western shore of the Caspian sea, to Teheran, the capital of Persia; thence to the Euphrates, at Bagdad; thence, descending along the banks of that historical river to its mouth, at the head of the Persian gulf, there to be connected with the Oriental telegraph system of India last before mentioned.

When we take into consideration the fact that Russia has already brought all her chief inland markets and mines, as well as her principal ports on the coasts of the Arctic ocean, into telegraphic communication with her capital, it is readily perceived that, by offering to co-operate with us in giving effect to Mr. Collins' design, Russia actually invites us to put forth our national energy from every point within our borders where industry of any kind dwells, and especially from our northwestern and western States, and apply that energy in the great work of renewing and restoring the long languishing civilization of the regions where our race first impressed its dominion upon the globe appointed for its residence. Certainly it cannot be necessary to say that such efforts belong to the class of human labors which are pronounced to be doubly blessed, because they bless equally those who are the subjects and those who are the performers of them. It seems impossible to over-estimate the direct effect of this new appli-



cation of the national energy in producing a rapid and yet permanent development of the agricultural, forest, mineral, and marine resources of the United States. Nor is it any more practicable to assign limits to the increase of national influence, which must necessarily result from the new facilities we should acquire in that manner for extending throughout the world American ideas and principles of public and private economy, politics, morals, philosophy, and religion.

In attempting to make such estimates, it is important to remember that the telegraph wire is as yet a newly-invented instrument, timidly employed and clumsily handled, with a very imperfect knowledge of the fullness of the power that resides in it. It costs us now one-half a mill per mile to speak a single word through the cheapest telegraph wire of any considerable length. This is vastly more costly than the average transmission of messages in writing by employing the steam engine, either on land or on water. This great expense of telegraphic communication is due, however, not at all to any inseparable quality of the telegraphic machine, for that machine is easily constructed of very simple and cheap materials. The expensiveness is due to two transient conditions of the telegraph system: First, the charges now justly imposed upon it for rewarding the inventors; and, secondly, the fact that, as yet, fixed habits of communication in ancient forms prevent frequent resort to the new mode of correspondence, and customary investments of capital which are sufficiently remunerative, cause it to be sparingly applied to the perfection of the new system. When these merely ephemeral embarrassments of the magnetic telegraph shall be removed, the magnetized wire will become, for the chief purposes of social, commercial, and political communication, as practical as, by reason of its adaptation, it is effective.

I proceed to consider the question whether the enterprise deserves the patronage Mr. Collins solicits for it. Throughout the remarks which I have thus far submitted, I have not without design called it Mr. Collins' enterprise. It is truly his, because it was he alone who conceived and projected it, and who has clothed it with the substantial form which enables the three great States, whose concerted action he solicits, to cause it to be put in operation. But in another sense it is entitled to be regarded as an enterprise of the government of the United States. During all the time that Mr. Collins has been engaged in maturing and developing it, and presenting it to the consideration of Russia and Great Britain, he has been acting under the instruction and with

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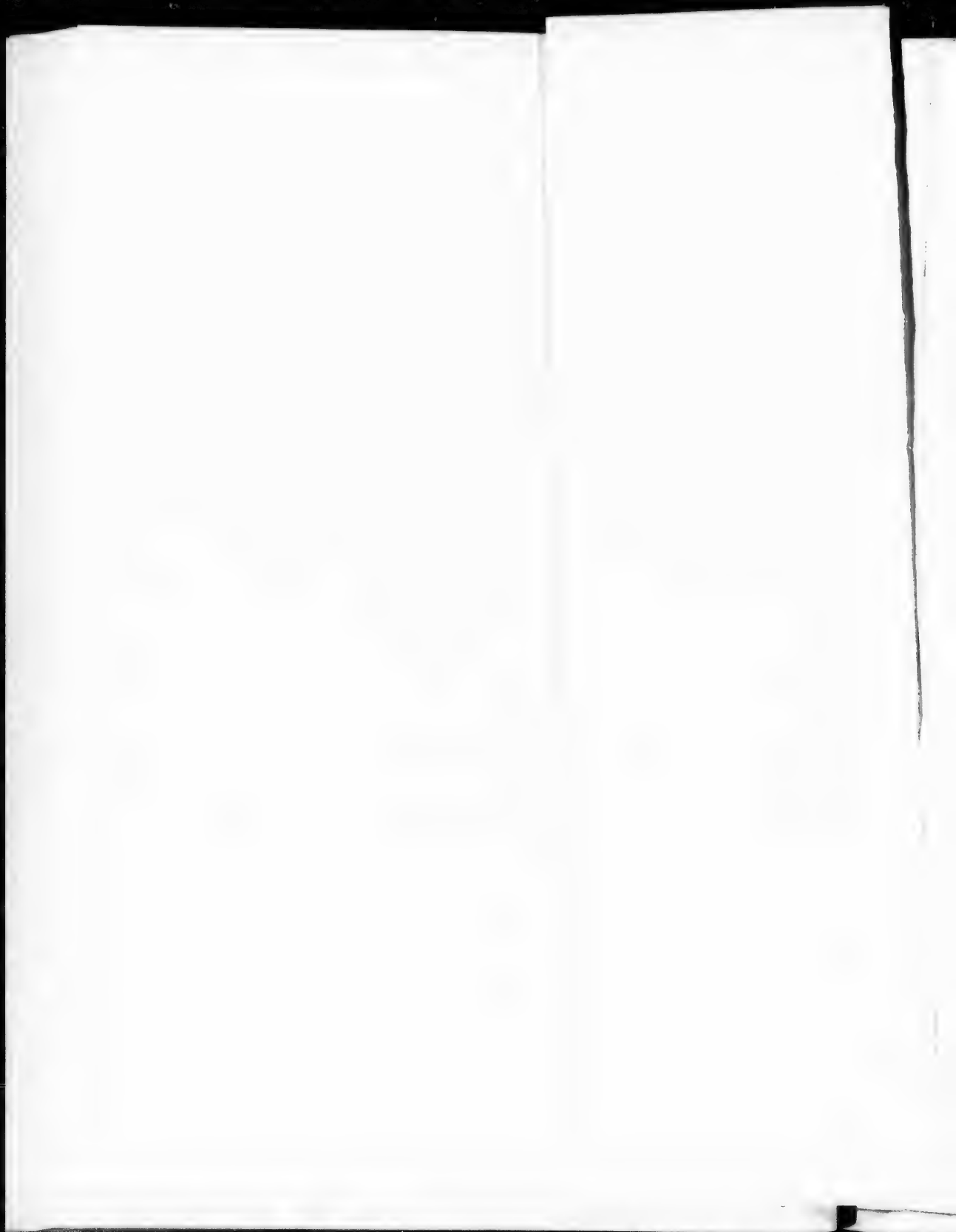
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the approbation of the Department of State, and a knowledge of that fact has not been withheld from Congress.

I think it may be regarded as settled, that the United States cannot neglect to employ telegraphic communication with foreign countries and yet expect to maintain a healthful commerce with them; that the United States cannot hope to inspire respect, confidence, and good will abroad, and so secure peace with foreign States, without using the magnetic telegraph when it is possible; and that the United States cannot even hope to preserve peace and order at home, much less to maintain a military and naval police on their inland frontiers and around their ocean coast, without availing themselves of all feasible telegraphic communications.

Finally, it seems to me that in extending dominion over inland mountain regions, and setting up the national flag on the Pacific coast, the American people, however inconsiderately, assumed the duty of diffusing an equal civilization throughout the whole of the great country which they thus included within their borders. Nor would it be wise to shut out from our thoughts the consideration which necessarily results from contemplating calmly the positions and the resources of our new north-western and western States. It becomes our duty to act upon the conviction that, from this time henceforth, those States are to perform an important part in a great work which shall make the shores of the Pacific ocean the home of communities that shall be as busy, as prosperous, as free, as enlightened, as powerful, and as happy as those which now cluster upon the Atlantic shores. The Atlantic States, by their intermarriage with those of the Pacific, have come under an obligation to favor this great development.

What Mr. Collins asks of Congress is the grant of a right of way across the public lands, with the right to take therefrom materials necessary for constructing the line; the use of a national vessel, suitably officered and equipped, to make surveys and soundings along the north Pacific coast, beyond the limits of the United States, and to aid in prosecuting the work; and, finally, a stipulated compensation for the government use of the line when it shall be constructed. If the views I have submitted are just, this demand for patronage is neither unnecessary nor unreasonable. We could not withhold it without showing a want of appreciation of the liberality and friendship which have been manifested towards the United States by Russia and Great Britain in the proceedings they have adopted towards the same enterprise. I do not know



any one object lying within the scope of our foreign relations more directly important than the preservation of peace and friendship with those two great and enlightened Powers. Nor can I conceive of any one measure of national policy that would more effectually tend to secure that great object than the construction of this proposed intercontinental telegraph.

I forbear to urge the project in competition with the proposed line across the Atlantic from Cape Clear to Cape Race, which, notwithstanding past difficulties, I yet hope to see speedily completed. The two lines would naturally aid and strengthen each other. If they should even come into competition, it would be more advantageous to the world to have the use of both than the use of only one of them. One might be expected to operate when the other should be accidentally suspended. Nor can it be reasonably doubted that the great interests of human society will, at a very early period, require more than one, and more than even two, trans-oceanic, world-encircling telegraphs.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM H. SEWARD.

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TRIPARTITE AND CO-OPERATIVE GRANTS BY THE GOVERN-
MENTS OF RUSSIA, GREAT BRITAIN, AND THE UNITED
STATES OF AMERICA, OF THE RIGHT OF WAY AND AID
TO PERRY McD. COLLINS, FOR THE PURPOSE OF ESTAB-
LISHING A TELEGRAPH CONNECTING EUROPE WITH THE
UNITED STATES, BY WAY OF THE NORTH PACIFIC OCEAN
AND ASIATIC RUSSIA.

*Imperial Russian Grant to Perry McD. Collins ; Right of
Way and Aid for a Telegraph from the Amoor River, in
Asiatic Russia, to British Columbia.*

CHIEF DIRECTION OF WAYS OF COMMUNICATION AND PUBLIC
BUILDINGS.

No. 820.]

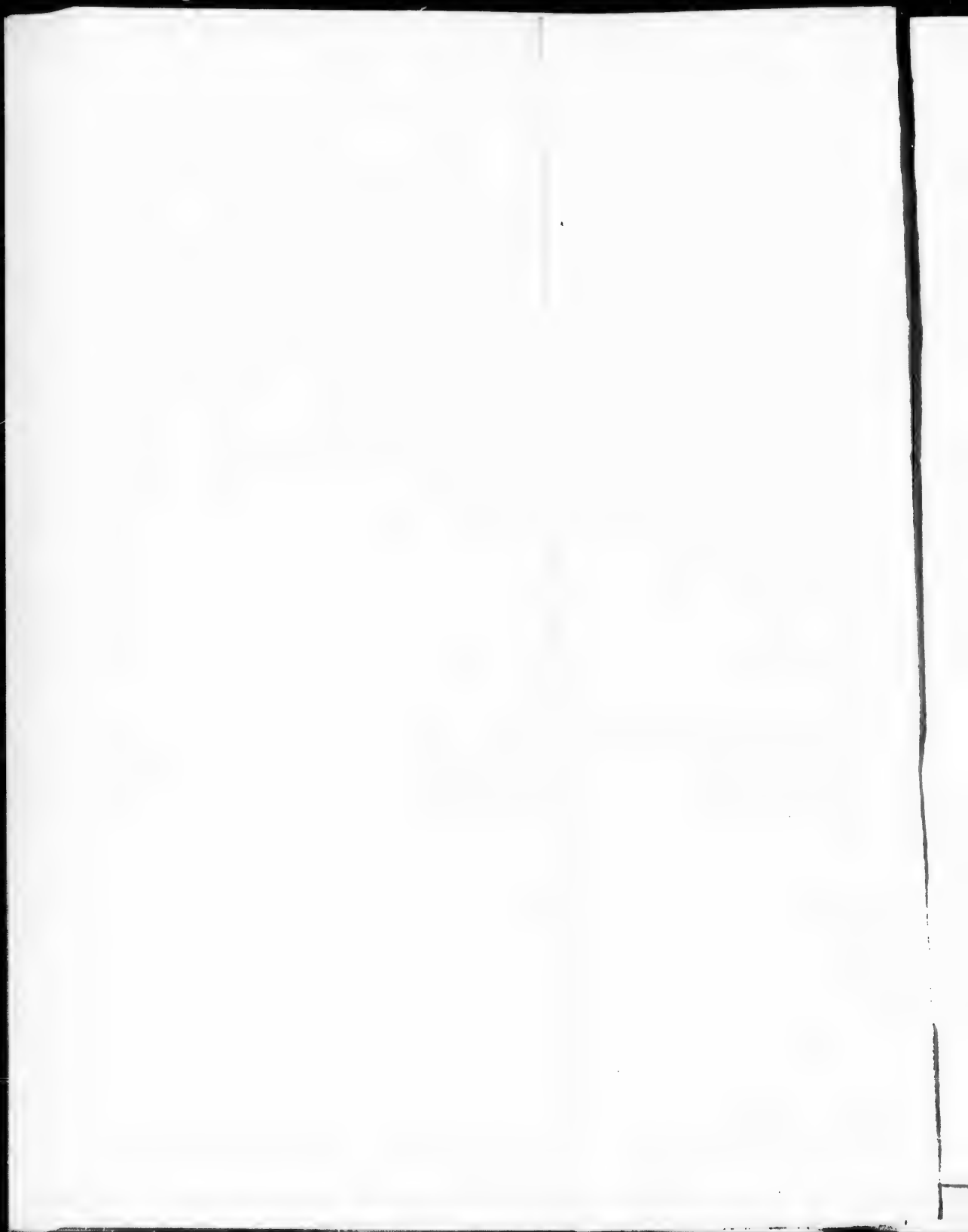
SPECIAL CHANCERY OF THE GENERAL }
DIRECTOR THIRD TABLE, }
St. Petersburg, May 23, 1863. }

To Major COLLINS:

In consequence of your petition of 24th December, 1862, by which you solicit permission to form a company projected by yourself for the establishment of a telegraph from America to the mouth of the Amoor river, upon the basis stated in your petition, I have the honor to inform you that this affair has been examined by the officer performing the duty of Governor General of Eastern Siberia, and it has been laid afterwards before the Siberian committee.

According to the decision of the said committee, confirmed on the 15th day of May of this year by his Majesty the Emperor, it has been decided to inform you as follows:

The choice of the most advantageous direction for constructing the telegraph line by your projected company can be left without the least impediment, to the option and minutest consideration of the undertakers.



The company will have the right to establish along the telegraph line proper and safe stations, convenient roads for surveys and repairs of the line, and likewise ports at those places where large stations upon the coasts will be appointed to be erected—considering at the same time that the stations near Behring's strait ought to be constructed in such manner as to be able to defend them against the natives in case of attack. For the defence of these stations, armed men are to be kept for account of the company, consisting of Russians, in no large but sufficient numbers, and who could be changed every two years. However, as the successful operation of the telegraph, and consequently the advantage of the company, depends upon the fulfillment of the above condition, this clause is not made an imperative duty of the company, under consideration that the Russian government does not take upon itself any obligation of paying annually any money to the company for damages after achievement of the telegraph.

The company's proposition of establishing along the telegraph line villages, and of peopling them with exiled culprits, appears to be inconvenient, according to the opinion of the officer performing the duty of Governor General of Eastern Siberia, for the reason that a large portion of the land along which the line will be constructed is but little or not at all convenient for colonization, and further, because the rough climate of the above tract of land may have a deleterious influence upon the exiles brought there from other provinces or countries having a more salubrious climate.

According to the opinion of the same officer, acting as Governor General of Eastern Siberia, all workmen, and a portion of the servants on duty along the projected telegraph line, should be Russian subjects; and as many as possible ought to be married men, with their families. This will likewise be important to the company in an economical point of view, as well as in regard to its relations with the Russian government.

The term solicited by the company, viz. : five years in which to establish the telegraph, and thirty-three years for exclusive privilege of the same, can be granted, under condition that if, in the course of the first two years, no beginning should be made, or if, after the expiration of five years, the whole line should not be achieved and put in operation, then the privilege is to cease.

The company cannot be allowed to exercise any right or power in the Russian dominions through which the telegraph

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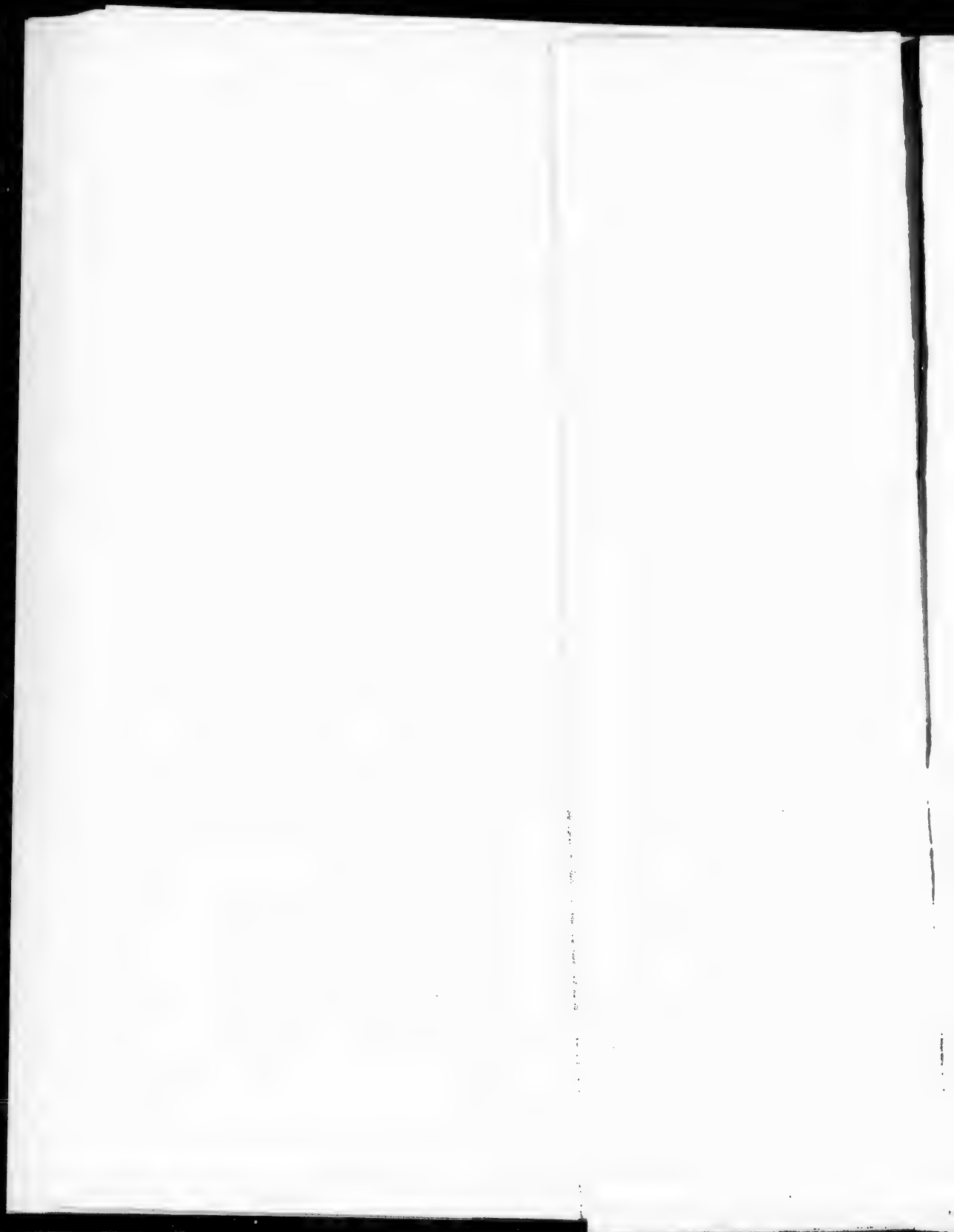
will pass; nor is there any necessity to subordinate the natives to the control of the company, who live from the frontiers of Colonies in Asiatic Russia to the frontiers of settlements in Russian America, these natives being already under control of government established by law—of native and other chiefs.

As far as concerns, however, the friendly free-will contracts of the natives with the company, of hiring for work and for guarding the telegraph, the local authorities, guarding, according to their means, will control the fulfillment of their reciprocal agreements.

The government considers it inconvenient to grant to the company the full possession of territories for exploring and constructing the telegraph, but the company can be allowed, for unimpeded construction and repair of the telegraph line, and for the erection of houses for stations, dwelling-houses for workmen, and for service people during the whole period of privilege, to make use of the necessary land, and to employ, without taxes for above purposes, timber, wood and materials at the places appointed by government.

The expedition and tariff of dispatches must be in accordance with the rules generally adopted for telegraphs, and therefore the government dispatches must have preference of private dispatches, as agreed upon by telegraph conventions between Russia and the neighboring European powers; and, upon the whole, the order of transmission and tariff must be arranged according to the example of international conventions concluded between Russia and other powers. Therefore, before the achievement of the undertaking of the company, and before the beginning of operations of its line, the company must send to St. Petersburg a deputy, with full powers for said special agreement upon the aforesaid basis. At all events, the tariff, by which permission will be given to levy payment for dispatches transmitted by their line, must not exceed the tariff adopted in Russia.

For the encouragement of the undertaking of the company, the government can allow a deduction (*rebate*) of 40 per cent. upon the net profits of dispatches transmitted along the Russian telegraph lines solely to America and back; but finds it inconvenient to pay an annual subsidy of one hundred thousand rubles, because the mercantile intercourse of Russia with America is not very considerable. The principal benefits of the telegraph line projected by the company will be derived by America, England and France, and by the great commercial cities of Holland and the north of Germany, with whom the company should make an agreement to obtain from them the subsidy required.



Besides, Russia on her part is giving aid to the company by having consented, in view of seeing the company's undertaking realized, to build a connecting line of telegraph from Verchne Oredinsk to a point (mouth of the Amoor river) where the company's telegraph will join ours, a distance of about three thousand versts (2,000 miles,) requiring an expense of about nine hundred thousand rubles (675,000 dollars.)

To leave the construction of the intermediate line to you upon your proposed conditions is considered inconvenient.

Finally. The Russian Government will not begin the construction of the intermediate line before you will have presented an act of final formation of your company for the establishment of your projected telegraph, and likewise proof as to the emission and sale of its shares, for at least one-half of the minimum cost of your projected telegraph, and the production of a plan of the direction of the line finally selected and approved by your company.

Fulfilling the duty of director-in-chief of ways of communication and public buildings,

MELNIKOFF,

Lieutenant-General of Engineers.

BORITCHEFFSKI, *Director.*

Decision of Her Majesty's Government granting aid and right of way for establishing a Telegraph across Her Majesty's dominions on the North Pacific, in connection with a line across Asiatic Russia and America, connecting Europe with the United States.

OFFICE OF THE SECRETARY OF STATE }
FOR THE COLONIES, }
Downing Street, London, February 9, 1864.

SIR: I am directed by the Duke of Newcastle to convey to you the decision of Her Majesty's Government with reference to the proposal submitted by you in previous correspondence for establishing a company to construct a telegraph across British Columbia.

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His Grace has perused with much interest and satisfaction the letter addressed to you on behalf of the Russian Government, stating the terms on which you will be enabled to construct a line of telegraph from the Amoor river to the western frontier of Her Majesty's possessions in North America, and intimating the readiness of that Government to effect the works necessary to connect your line with the European system of telegraphs.

His Grace perceives also, with pleasure, that you have reason to anticipate the co-operation of your own Government in extending their own telegraphic communication to the British frontier, and is desirous of affording you every proper facility for connecting the Russian and American system by a line carried across British Columbia, and thus completing the communication between Europe and the east coast of America.

With this object I am directed to inform you that Her Majesty's Government will hold themselves prepared, in case the necessary negotiations with Russia and the United States are concluded, and operations effectively commenced in British Columbia before the first day of January, 1867, to secure to the proposed company, by crown patents or other sufficient methods, the following advantages:

1st. You will be empowered to construct a line of telegraph and public road with the stations, block-houses, defensive posts, and other requisite works, along a line to be determined by you, in concert with the Colonial Government, passing through Her Majesty's dominions on the North Pacific, and connecting Russian America with the United States.

You will further be empowered within limits, to be from time to time prescribed by the Local Government, to occupy and use such unappropriated crown lands, and to cut down, quarry and appropriate such timber and stones in the neighborhood of the line as may be required for the construction and maintenance of the above works. It must, however, be understood that the right of use only of the land is granted for the purpose of the telegraph; that the soil remains vested in the crown.

The Colonial Government will, therefore, retain full jurisdiction over the lands, with the right of using, selling or otherwise disposing of them, as far as may be done without interfering with the construction or working of the line, but subject to the obligation of reserving temporarily from sale such quarries or forest land as may be reasonably required for the construction of the telegraph. It must be also un-



derstood that, in case of emergency, any block-house or defensible post may be taken possession of by the Government.

2d. The Government will grant or allow the company such rights of way, in connection with the telegraph line, as are necessary for its construction and maintenance.

3d. The company will be allowed to fence and occupy a certain number of lots of cultivatable ground in the neighborhood of their stations or block-houses for the support of their servants.

4th. The Colonial Legislature will be recommended to allow all supplies, materials, stores and clothing intended for the use of the company's service or for the construction of the line, to be admitted free of duty until the period fixed for the completion of the telegraph line, provided it be found that this privilege can be accorded without fiscal inconvenience.

5th. The company will also be allowed, on some part of the coast to be selected by themselves, subject to the approval of the Government, landing places as ample and convenient as the localities will afford for importing the above stores and materials.

6th. On the other hand, it is to be understood that all these privileges are to cease on the first day of January, 1870, unless before that date the telegraph line is completed and communication established between the Amoor and the United States, in connection with the east coast of America; that the working of the telegraph and the proceedings of the company in British Columbia will be subject to such general laws as may be passed for the regulation of telegraphic communication, which will probably provide that in the colony of British Columbia messages to be sent on behalf of the Imperial or Colonial Government will take precedence of all others, and that the Government may take possession of the telegraph for its own purposes in case of emergency, subject, of course, to reasonable compensation.

Lastly, it must be clearly secured, as a condition of the whole arrangement, that the general arrangements of the telegraph shall be such as to place English, Russian, and American messages upon an equal footing in regard to the use of the line.

Her Majesty's Government do not doubt that these matters can be satisfactorily arranged on the basis suggested by the Russian Government in the following extract from General Melnikoff's letter of the 23d of May, 1863: "The expedition and tariff of dispatches must be in accordance with the rules generally adopted for telegraphs. Therefore the Government

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dispatches must have precedence over private dispatches, as agreed upon by telegraph convention between Russia and the neighboring European Powers; and, upon the whole, the order of transmission and tariff must be arranged according to the example of international conventions concluded by and between the different Powers concerned."

I am, sir, your obedient servant,

T. FRED'K ELLIOT.

P. McD. COLLINS, Esq.

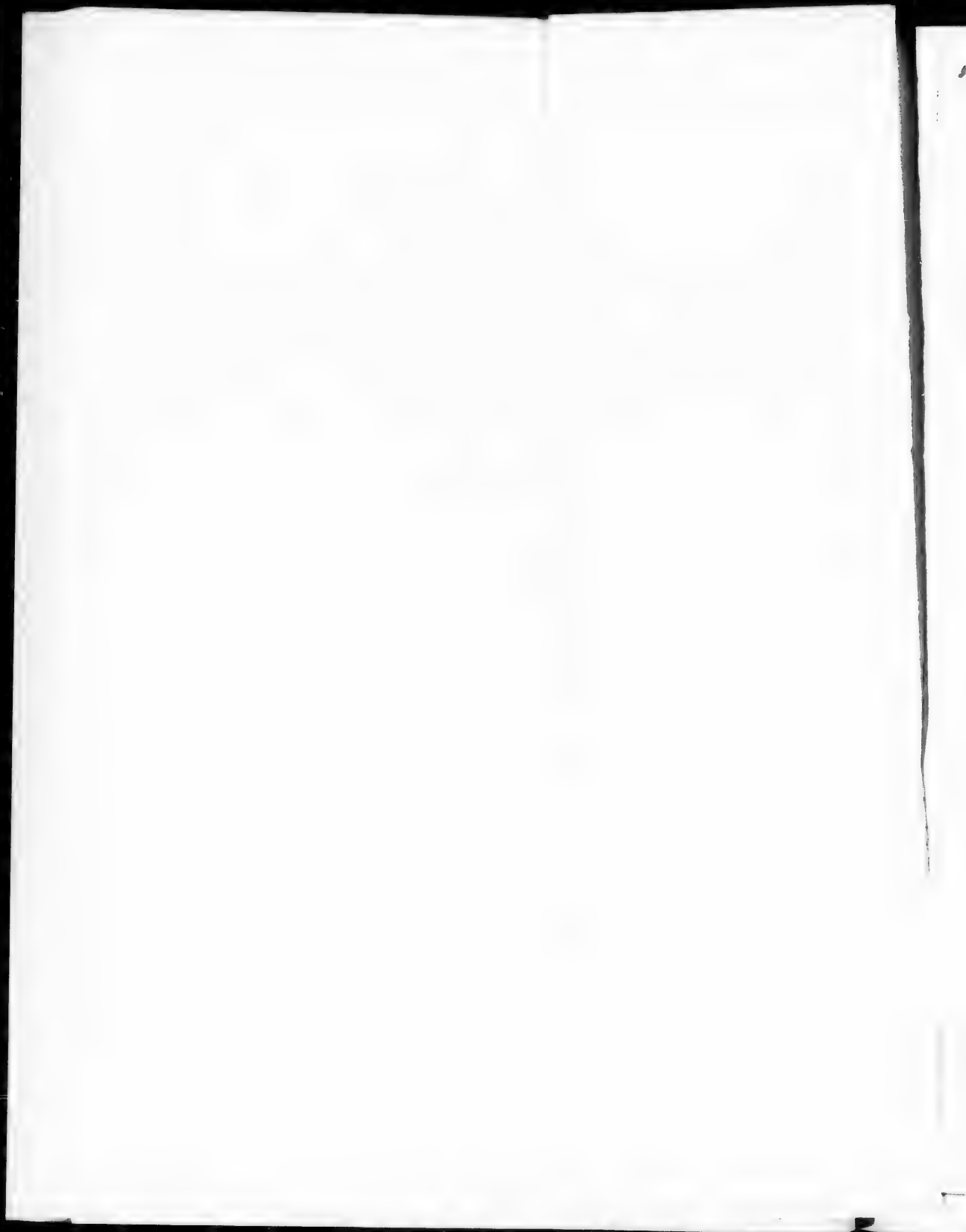
Act of Congress of the United States of America, granting right of way and aid to Perry McDonough Collins, for the construction of a line of telegraph connecting the United States with Europe by way of the North Pacific and Asiatic Russia:

38TH CONGRESS, 1ST SESSION. In the Congress of the United States.

[Public Act—No. 171.]

An Act to encourage and facilitate telegraphic communication between the Eastern and Western Continents.

Whereas, the Governments of Russia and Great Britain have granted to Perry McDonough Collins, a citizen of the United States, the right to construct and maintain a line of electric telegraph through their respective territories, from the mouth of the Amoor River, in Asiatic Russia, by way of Behring's Strait and along the Pacific coast to the northern boundary of the United States, with a view of thereby uniting the telegraphic systems of both continents, and of promoting international and commercial intercourse; and whereas the Government of Russia, in furtherance of that object, is now constructing a line of telegraph through its Asiatic territory to unite, at the mouth of the Amoor river, with the line projected by said Collins; and whereas the Government of the United States desires cordially to co-operate with Russia and Great Britain in the establishment and maintenance of such a line of communication: Now, therefore,



Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Perry McDonough Collins, of California, his associates and assignees, shall have the right to construct and maintain a line or lines of telegraph from any point or points on the line of the Pacific telegraph, constructed in pursuance of the act of Congress approved June sixteen, eighteen hundred and sixty, northerly, through any of the territories of the United States, to the boundaries of British America, with such branch lines as may be needed to open communication with the various mining districts and other settlements in said territories. And for the purposes aforesaid, the said Collins, his associates and assignees, shall have a permanent right of way over any unappropriated public lands of the United States, together with the right to take any timber and stone for construction purposes; and for the purpose of establishing and maintaining said lines, and the stations necessary for the repair and working thereof, there is hereby granted to said parties the use of so much unappropriated public lands, not sold, granted, reserved, pre-empted, nor occupied by homestead settlers, as may be necessary for stations, not exceeding forty acres for each fifteen miles of line constructed across the public lands of the United States, so long as the same may be used for the said purpose: *Provided, however,* That so much of section one of this act as authorizes the construction of telegraph lines to open communications with the various mining districts and other settlements in said territories shall be null and void unless said branch lines shall be completed within five years from the approval hereof.

Sec. 2. And be it further enacted, That, in order to encourage and aid the construction of said line of telegraph beyond the limits of the United States, the Secretary of the Navy is authorized to detail, for the use of the surveys and soundings along that portion of the Pacific coast, both of America and Asia, where it is proposed to establish said telegraph, one steam or sailing vessel, in his discretion, to assist in surveys and soundings, laying down submerged cable, and in transporting materials connected therewith, and generally afford such assistance as may be deemed best calculated to secure a successful promotion of the enterprise.

Sec. 3. And be it further enacted, That the Government of the United States shall, at all times, have priority in the use of the line or lines, so far as the same are within its territory, and shall have the right, when authorized by law, to connect said line or lines by telegraph with any military posts of the

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United States, and to use the same for Government purposes. And in order to secure the same from injury by savages or other evil-disposed persons, to the interruption of the public business, the Secretary of War is authorized to direct the commanders of the military districts or stations and other officers, acting under authority of the United States in the territories traversed by said telegraph, to use any available force at their command to protect the same. Subject to the right of prior use by the Government, as aforesaid, said line or lines shall be at all times open to the public and to any other telegraph company upon the payment of the regular charges for transmission of dispatches, and all dispatches received shall be transmitted over said line and lines in the order of their reception at the telegraph office; and the answers to said dispatches shall be delivered to such parties as may be directed by the sender.

SEC. 4. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare, by facilitating international and commercial intercourse between the eastern and western continents in the construction of said telegraph, and keeping the same in working order, and to secure to the Government at all times, but particularly in time of war, the use and benefits of the same for diplomatic, naval, military, postal, commercial, and other purposes, Congress may at any time add to, alter, amend, or repeal this act.

SEC. 5. *And be it further enacted*, That the rate of charges for public or private messages shall not exceed on said line the average usual rates in Europe and America for the same service, or such rates as shall be ascertained and fixed by a convention between the United States, Russia, and Great Britain; *Provided*, That it shall not be lawful for the owners or officers of said telegraph line to make any contract, either directly or through any intervening party or parties, for the transmission of dispatches for any newspaper or newspaper association upon terms different from those open to the enjoyment of all other newspapers or newspaper associations.

Approved, July 1, 1864.

A. LINCOLN.

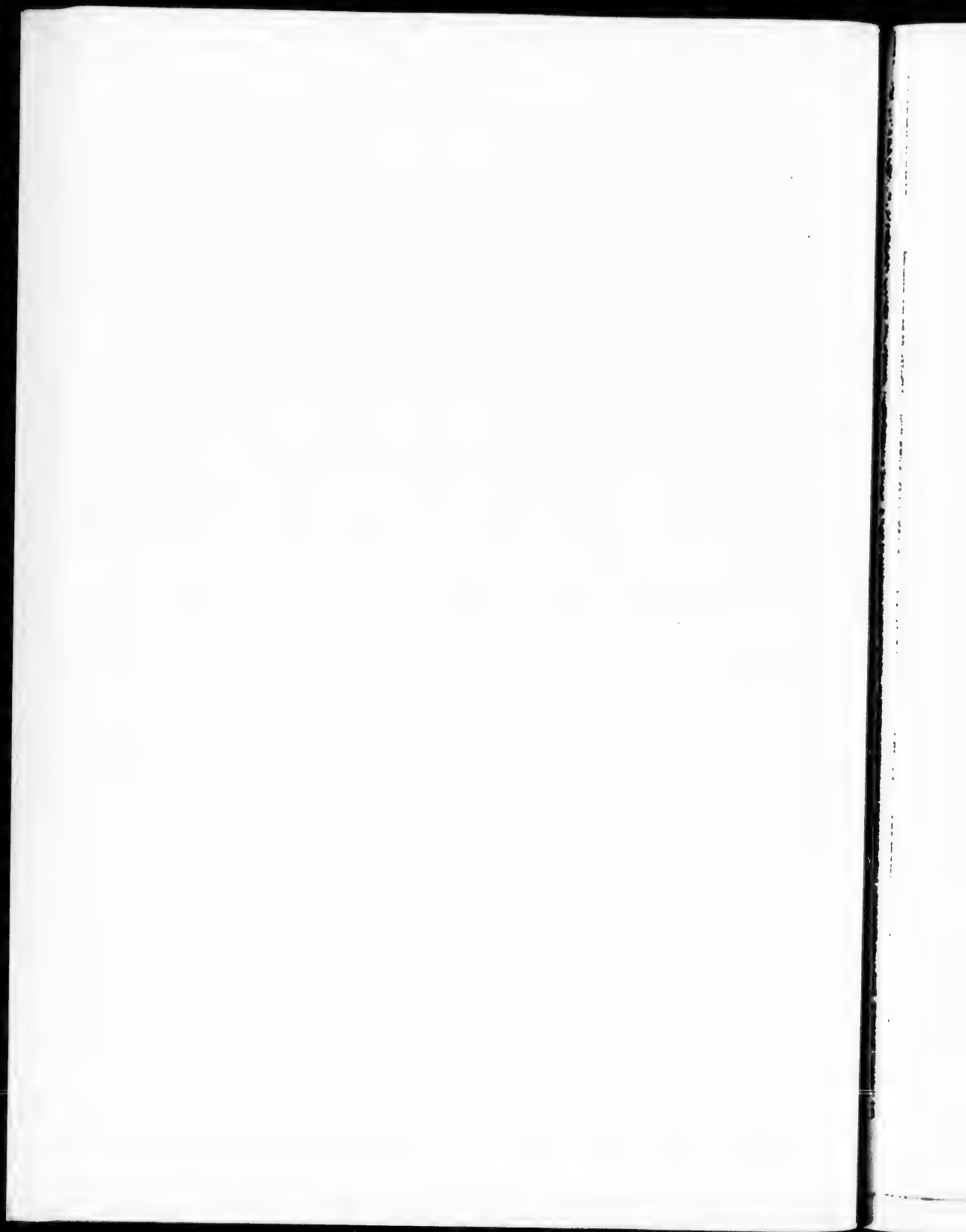
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CERTIFICATE OF FINAL FORMATION OF A COMPANY FOR CON-
STRUCTING THE "COLLINS OVERLAND TELEGRAPH TO ASIA
AND EUROPE, WESTERN UNION EXTENSION," AND PROOFS
AS TO THE EMISSION AND SALE OF ITS SHARES AS REQUIRED
BY THE RUSSIAN GRANT, 23D MAY, 1863.

WESTERN UNION TELEGRAPH CO.

Secretary's Office, Rochester, N. Y.

THIS IS TO CERTIFY:

That the Western Union Telegraph Company is a corporation organized as a body politic and corporate under the laws of the State of New York; that the corporate rights were granted April 1, 1851, and are secured for the period of one hundred years.

That its capital stock is twenty-two millions of dollars, all of which is paid up, and the corporation is entirely free from debts or liabilities. Its net earnings are at least eight per cent. annually on its capital stock.

That on or about the eighteenth day of March, 1864, Major Perry McD. Collins, American Commercial Agent and late acting Consul at St. Petersburg, Russia, made over, transferred and conveyed to this Company, all the grants, rights, privileges and franchises secured or obtained by him from the Russian and British Governments relating to the establishment of a telegraph line connecting Europe with the United States by the way of the North Pacific Ocean and Asiatic Russia.

That in consideration thereof, and for the purpose of accomplishing the object aimed at, in the most speedy and efficient manner, this Company as authorized by its charter, created a special stock of this Company, denominated the Extension Stock, consisting of one hundred thousand shares of one hundred dollars each, for the construction of a new telegraph line from some convenient point on the present lines of this

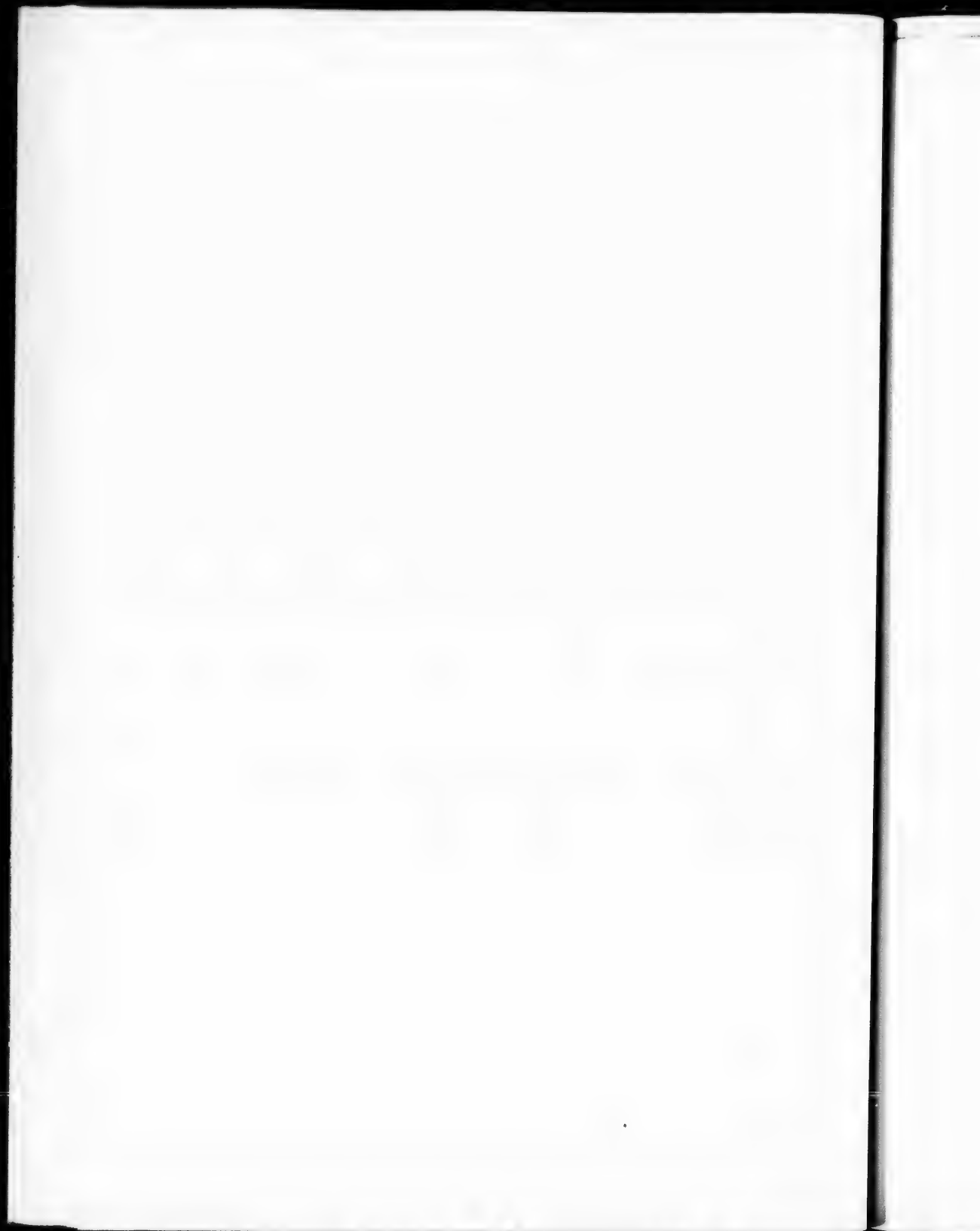
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Company, west of Chicago, to the mouth of the Amoor river, in Eastern Asia, and connecting the telegraph systems of the Eastern and Western Continents by the way of Behring's Straits.

That of the ten millions of dollars of stock so created, eight millions four hundred and thirty-four thousand six hundred dollars, or eighty-four thousand three hundred and forty-six shares, have been subscribed for and issued to eleven hundred bona fide stockholders—more than two-thirds of whom are stockholders in this Company—and the first call of five per cent. paid thereon to this Company. That the balance of such extension stock is held by this Company, and has not been offered to subscribers. That the stock so issued is held at a very considerable premium, and considerable sales have been made at advances of from thirty to sixty dollars a share.

That on the first day of July, in the year 1864, an act entitled, "An Act to encourage and facilitate telegraphic communication between the Eastern and Western Continents," was passed by the Congress of the United States of America, and approved by the President of the United States, granting and assuring the right to construct and maintain such line or lines of telegraph to the boundaries of British America, with permanent right of way over any unappropriated public lands of the United States, and the right to take timber and stone for construction purposes, and the use of forty acres of land for each fifteen miles of line constructed across the public lands of the United States. Also in order to encourage and aid the construction of said line of telegraph beyond the limits of the United States, authorizing the Secretary of the Navy to detail for the use of the surveys and soundings, and for the transportation of materials, and for such assistance as may be deemed best calculated to secure the successful promotion of the enterprise, one steam or sailing vessel; also authorizing the Secretary of War to direct the commanders of military districts or stations, and other officers acting under the authority of the United States, in the territory traversed by said telegraph, to use any available force at their command to protect the same. That this Company is now actively engaged in purchasing and providing material for the construction of said line, and in organizing and fitting out parties for explorations and surveys; and it has entire confidence in its ability, and believes it will complete the construction and equipment of said line within the period of the five years as required.

That Major Perry McD. Collins is one of the directors of this Company, and has been constituted a managing director



for the construction of said Extension Line, with authority to act in behalf of this Company in respect thereto.

In witness whereof, the President and the Secretary have subscribed their names and caused the corporate seal of the Company to be affixed hereto.

HIRAM SIBLEY, *Pres't.*

[L. S.]

O. H. PALMER, *Sec'y.*

*Dated at Rochester the 31st }
day of August, 1864.*

BANK OF NORTH AMERICA.

New York, Sept. 5, 1864.

I am well acquainted with the officers of the Western Union Telegraph Co., and familiar with the affairs of the company, and believe the within statement to be true in every particular.

JOHN P. YELVERTON, *Pres't.*

We are and have been acquainted with the officers of the Western Union Telegraph Co. for a long time, and have full confidence that the foregoing statement is reliable in every particular.

New York, Sept. 5, 1864.

VERMILYE & CO.

From enquiries that we have made, we believe the within statement is correct and reliable.

BROWN BROTHERS & CO.

New York, Sept. 5, 1864.

I state with pleasure that I have full confidence in the standing and responsibility of the officers of the Western Union Telegraph Co. to carry out all their engagements, and that the utmost reliance can be placed in their statement.

New York, Sept. 7, 1864.

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We have personal acquaintance with Mr. Hiram Sibley, President of the Western Union Telegraph Co., and have confidence in any statement he may make. The Company itself is one of the most prosperous and responsible in this country.

DUNCAN SHERMAN & CO.

New York, Sept. 8, 1864.

We hereby certify that we fully endorse the opinion expressed with regard to the Western Union Telegraph Co. by Messrs Vermilye & Co., Brown Brothers & Co., August Belmont, and Duncan Sherman & Co. And we further state that these firms rank amongst the first bankers of the city of New York.

New York, 10th Sept., 1864.

SCHLEPLER & CO.

I, HORATIO SEYMOUR, Governor of the State of New York, do hereby certify: That the officers of the Western Union Telegraph Co. who have signed the annexed statement, are personally known to me, and that said statement is entitled to full faith and credit.

That the Western Union Telegraph Co. is an existing corporate body under the laws of this state, with undoubted responsibility and liability to carry out its contracts under the law.

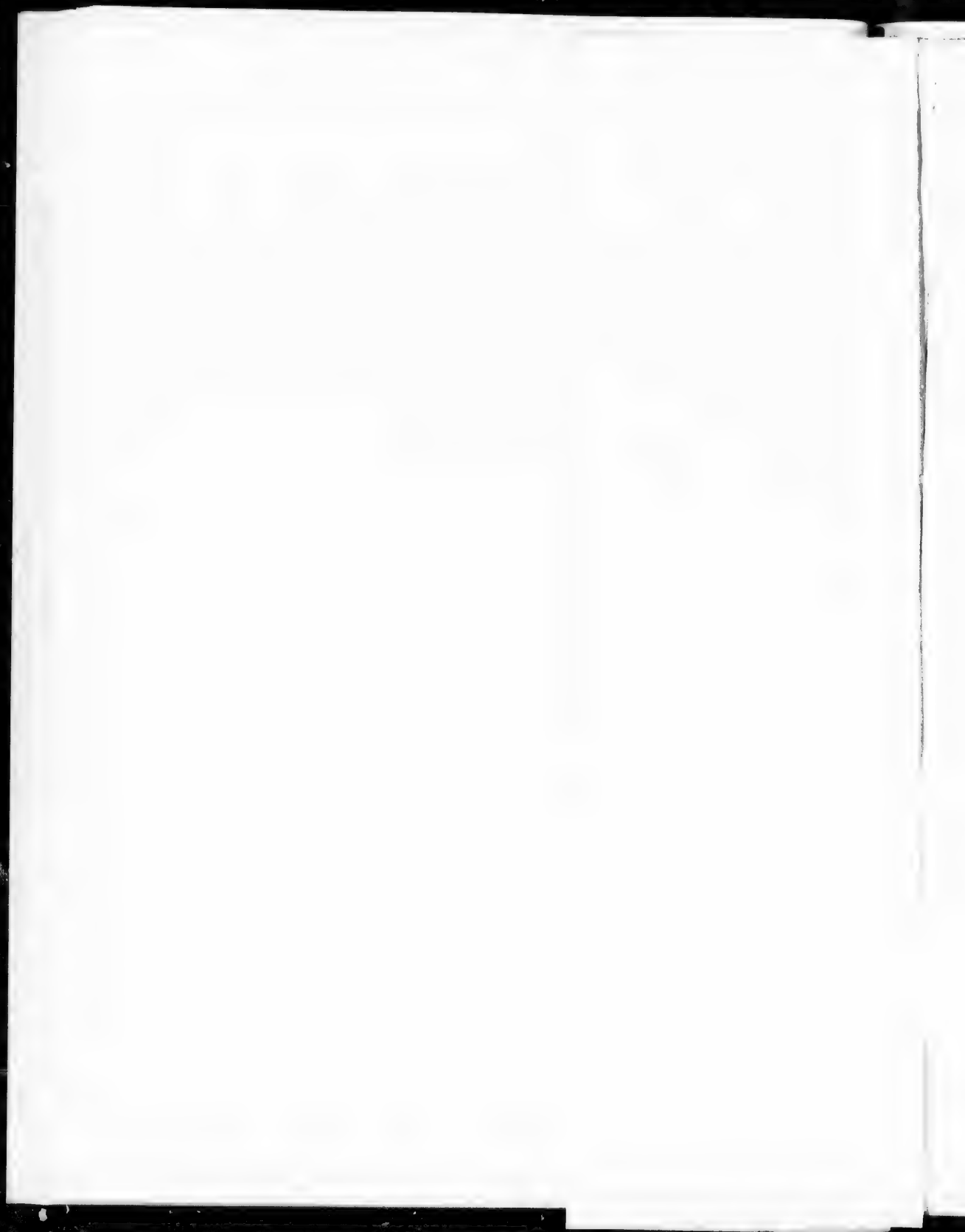
In witness whereof, I have hereunto set my hand and affixed the privy seal of the State at the city of Albany, this 13th day of September, in the year of our Lord one thousand eight hundred and sixty-four.

{ SEAL }

HORATIO SEYMOUR.

By the Governor.

D. WILLERS, Jr., *Private Sec'y.*



ORIGINAL PLAN OF THE DIRECTION OF THE ROUTE OF THE
TELEGRAPH AS REQUIRED BY THE TERMS OF THE FIRST
RUSSIAN GRANT, SUBMITTED TO THE COMMANDER-IN-
CHIEF OF PUBLIC WAYS, HIS EXCELLENCY, LIEUTENANT
GENERAL MELNIKOFF.

*Plan of the proposed line of Telegraph to connect Europe
with America under authorization of grant from Russia
to P. McD. Collins, dated St. Petersburg, May 23d, 1863.*

First. The line will begin at a point on the Pacific telegraph near Fort Hall, in the United States; thence northerly through the territory of the United States to the frontiers of British Columbia in north latitude 49° , near Fraser's river.

Second. From north latitude 49° to Fraser's river; thence along or near said river to Simpson's river; thence by way of Observatory Inlet and along the coast of Russian America to Cook's Inlet; and thence crossing northwestward to a point at or near Behring's strait, or by the most practicable route after more exact surveys.

Third. Crossing from America to Asia at or near Behring's strait; thence westward to the head of the Gulf of Penjinsk; and thence along or near the sea of Okhotsk as practicable to Udskey; thence to the Amoor river.

Fourth. Annexed will be found copies of co-operative acts of Russia, Great Britain, and the United States, under which the proposed telegraph will be constructed; the two latter acts carrying out and facilitating the Russian act, so as to effect and secure the construction of a continuous telegraph from the United States to connect by means of the Russian Asiatic telegraph with all the States of Europe.

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Fifth. The accompanying map entitled, "P. McD. Collins' proposed overland telegraph *via* Behring's strait and Asiatic Russia to Europe, under Russian and British grants," may be considered as covering substantially the plan of the direction of the line finally selected and approved by the company.

Sixth. The minimum cost of the proposed line is estimated at five millions of dollars; but in order to cover every possible contingency, and to provide necessary auxiliary lines, the capital has been fixed at ten millions of dollars.

In witness whereof, the President and Secretary have subscribed their names, and caused the corporate seal of the Company to be affixed hereto.

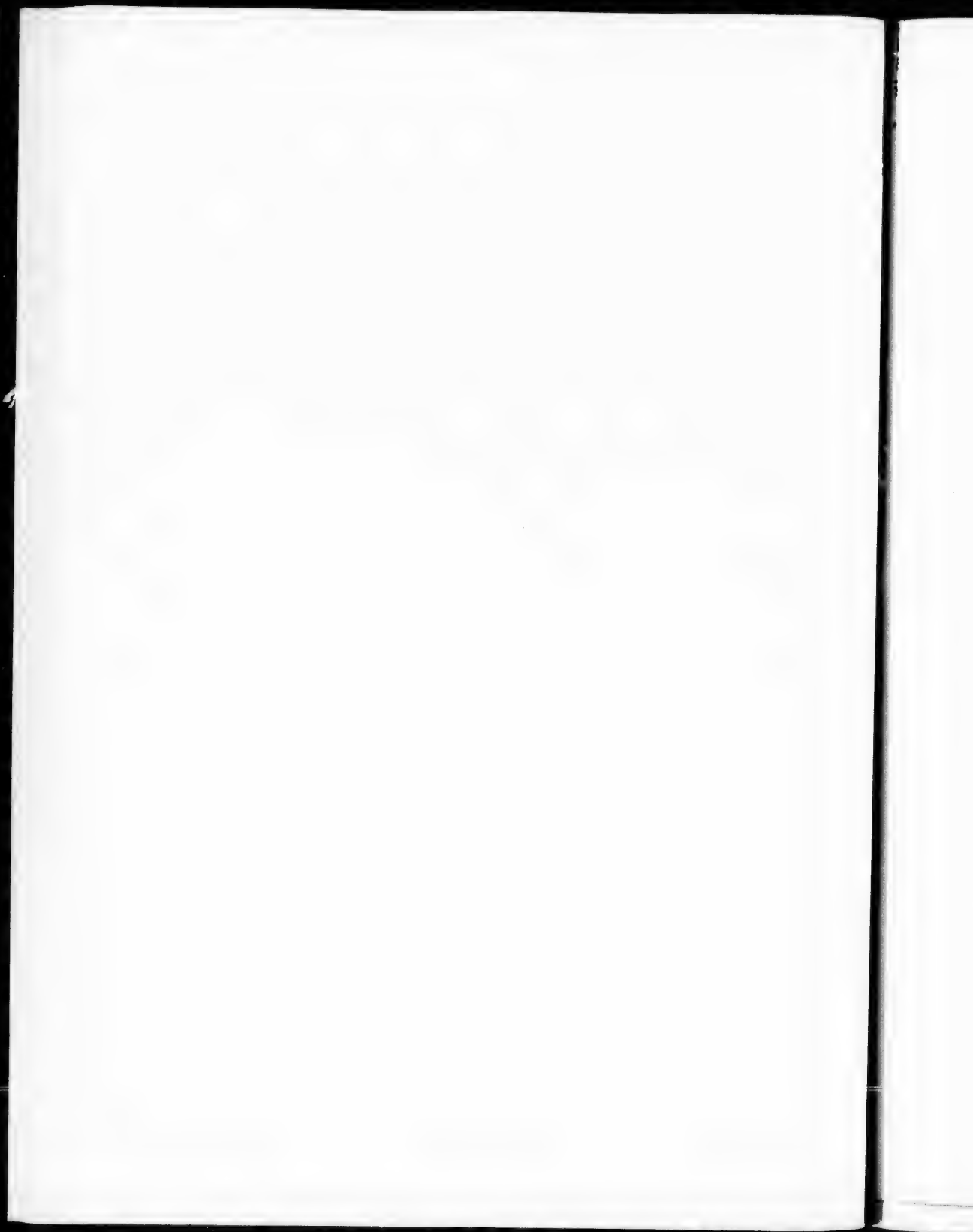
HIRAM SIBLEY, *President.*

{
SEAL
}

O. H. PALMER, *Secretary.*

P. McD. COLLINS, *Managing Director.*

Dated, Rochester, the 31st {
day of August, 1864. }



COLLECTION OF LAWS AND REGULATIONS OF THE
IMPERIAL RUSSIAN GOVERNMENT, PUBLISHED
BY THE SENATE.

FRIDAY. No. 72, 1865. 13TH AUGUST.

[No. 461. 1865. FEB. 2d.]

MAY 28. SUPREME ORDER COMMUNICATED TO THE SENATE
BY THE CHIEF COMMANDER OF THE POST DEPARTMENT,
JUNE 14TH.

Conditions stipulated between the Russian Telegraph Department and the Plenipotentiary of the American Western Union Telegraph Company, for the establishment of a telegraphic communication between Russia and America.

His Majesty the Emperor, has graciously sanctioned on the 2d February and 28th May this year, the conditions and additional clause, which have been examined by the Committee of Ministers, as agreed by the Russian Telegraph Department with the Plenipotentiary of the American Western Union Telegraph Company, HIRAM SIBLEY, Esq., for the establishment of a telegraphic communication between Russia and America.

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Conditions stipulated between the Russian Telegraph Department and Hiram Sibley, Esquire, Plenipotentiary of the American Western Union Telegraph Company, for the establishment of a telegraphic communication between Russia and America.

§ 1. Exclusive right is granted to the Company:

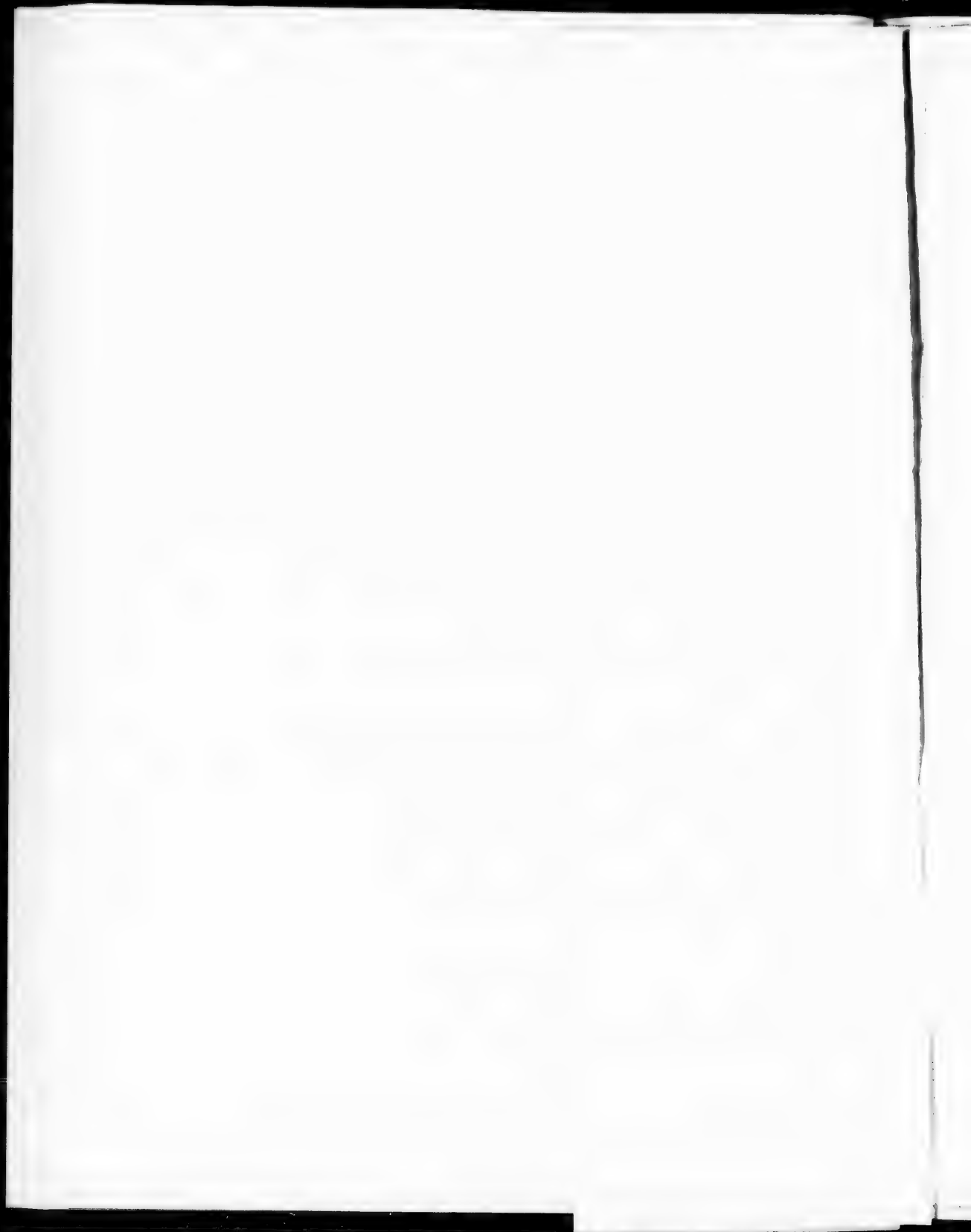
Firstly. To construct at its own expense a telegraphic line between Asiatic Russia and America, beginning at the city of Nicolaievsk, at the mouth of the Amoor river, and going through the Maritime District in the direction of Behring's Strait, and then through the Russian-American possessions to the junction point with the American Telegraphs; and

Secondly: To work this telegraph during a period of thirty-three years, from the day on which said telegraph shall be opened for use of the public.

Remark. The Company is permitted, in establishing the submarine communication in the above said direction, to lay as many cables and as many wires between the islands, as will be found necessary in order to secure the telegraph communication between Russia and America.

§ 2. The choice of the most advantageous direction to be given to the construction of the telegraph line, from Nicolaievsk to the junction point with an American telegraph, is left without any restriction to the option and more minute consideration of the Company.

§ 3. The right is granted to the Company to establish along the telegraph line proper and safe stations, convenient roads for the surveying of the line, and also landing-places at these places on the sea-coast, where those stations will be constructed. The stations near Behring's Strait must be constructed in such a manner, as to be able to defend themselves eventually against any attack of the savages. For the defence of these stations, the Company is bound to keep at its own expense, with the consent and subject to the control of the



local chief authorities, an armed force, consisting of Russians, in no large, but sufficient numbers, which might be relieved every two years. However, as the successful working of the telegraph and consequently the advantage of the Company depends upon the fulfilment of the above, the keeping of a military force is not made an imperative duty for the Company. The Russian Government does not take upon itself any responsibility, either during or after the construction of the telegraph, for any injuries which may be caused to it.

§ 4. The persons employed at the stations and along the telegraph line within the possessions of Russia, must be in preference Russians, and if possible married men, as far as this will be found possible without turning prejudicial to the enterprise.

§ 5. For completing all the works for the construction of the Russian-American telegraph, a term of five years is fixed from the day of the confirmation of the present agreement, with the condition, that if in the course of the first two years no beginning of the construction should be made, or after expiration of five years the whole line should not be achieved, or the telegraph should not be opened upon the whole extent of the line, then the Company shall forfeit the present exclusive grant and the right to the allowance of 40 per cent. upon the net produce. But the Company will retain the right to construct and work its own telegraph. In case, however, of the works being hindered by particular impediments, which will be found worthy of consideration, then after the first term of five years an additional term of one year will be given to the Company for the completion of the telegraph.

§ 6. The present grant does not invest the Company with any authority over the Russian possessions, through which the telegraph shall pass, nor does it give the Company any right to claim submission from the natives inhabiting the Asiatic possessions of Russia or Russian America. As far as concerns the voluntary agreements of the natives with the Company, relative to the hiring of workmen and guarding the telegraph, the fulfillment of such mutual agreements and contracts may be placed under the inspection of the local authorities, as far as their means reach thereto.

§ 7. The present grant does not concede to the Company any property title to the lands through which the line will

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run; but the Company is allowed for the construction and repair of the telegraph line, and the erection of stations and guard houses (and buildings) for workmen and agents, to occupy and make use, during the whole period of the privilege, of the necessary lands belonging to the Government, within certain boundaries, which will be determined by the local authorities, and to draw without payment, for the above purposes, timber and other building materials from the places appointed by Government, provided the lands and forests whence the Company will draw materials for building remain the property of the Government.

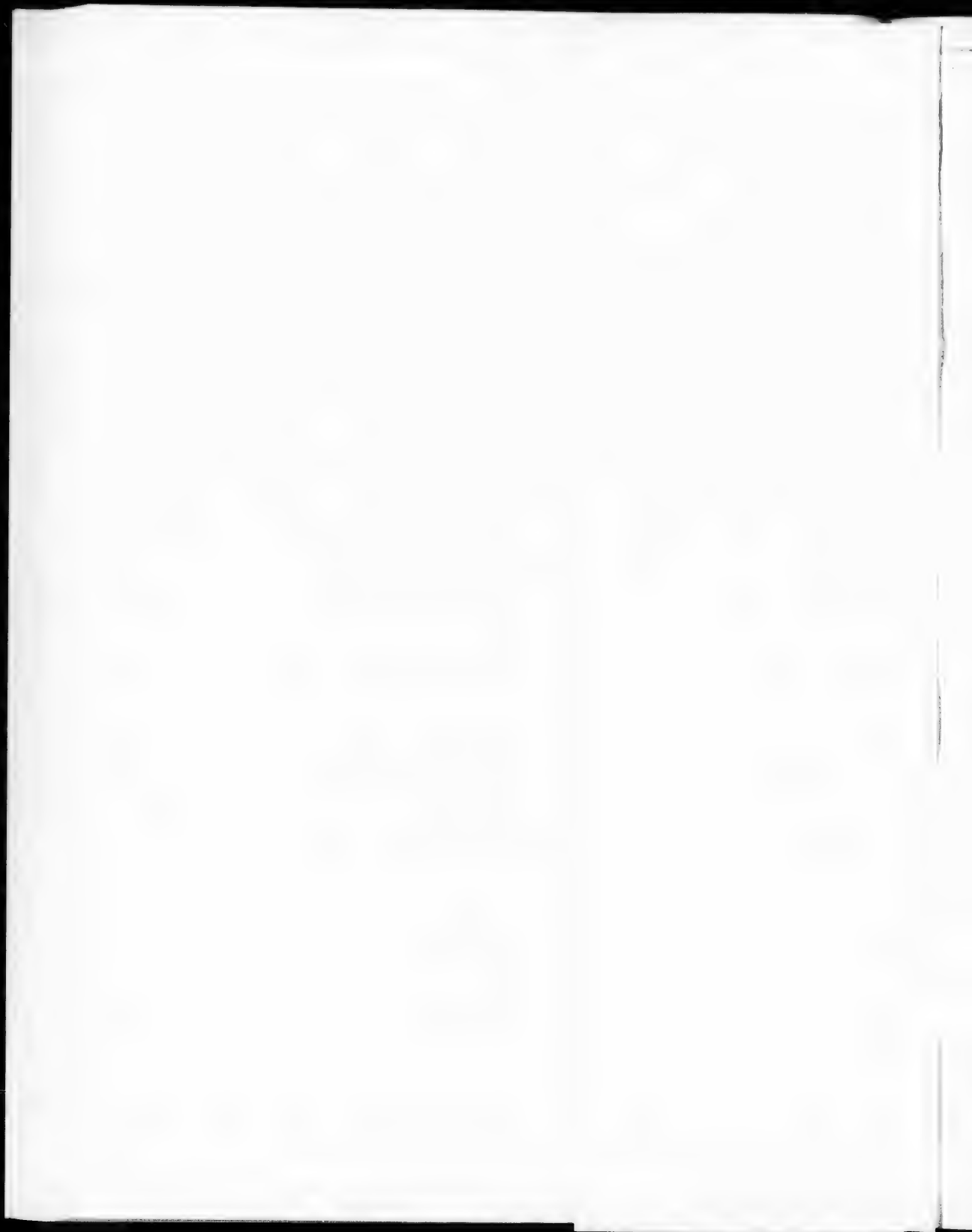
§ 8. The Russian Government can in case of need occupy temporarily the houses, block-houses and posts of defence, belonging to the Company in the possessions of Russia.

§ 9. The Company is not allowed to transfer without the knowledge and consent of the Russian Government its rights or obligations with regard to the telegraph in the possession of Russia to any other Company, person or to whomsoever it be; nor is it allowed to stipulate directly in its own name any telegraphic conventions with any other Governments, companies or persons, relative to the transmission of common dispatches, newspaper intelligences, etc.

§ 10. The junction point of the Company's telegraph with the Government telegraph in the city of Nicolaievsk must be at the Government Station in said city, where the necessary control board for the mutual accounts shall be established.

Remark. In case of necessity the Controlling Station may in accordance with local circumstances be established at another point.

§ 11. The transmission and tariffs of dispatches must be regulated in accordance with the rules generally adopted for telegraphs, and therefore Government dispatches, with regard to time of expedition, must have precedence over private dispatches, as agreed upon by Telegraphic Conventions between Russia and the neighboring European Powers. Generally, all the transmissions and tariff regulations must be drawn up on the model of the International Conventions. The tariff by which the Company will levy payment on dispatches must not exceed the tariff adopted in Russia for foreign correspondence.



§ 12. The control over dispatches will be managed in all respects in accordance with the existing rules established between Russia and the Western Powers.

§ 13. Dispatches of prejudicial contents as to politics and morals may be stopped at the transmission point of Nicolaievsk, or at any other stations in Russia. In war time the Government may take the telegraph under its own management, against an equivalent compensation.

§ 14. The mutual accounts between the Government and the Company will be made up every month, and the balance resulting from the monthly accounts will be paid every three months, according to the following unvarying rate of exchange: one rouble equal to 74½ cents, counting one dollar equal to 100 cents. The payment is to be effected at St. Petersburg, without any deduction, in specie, by an agent, thereto empowered by the Company (see Art. 15).

§ 15. The Company is bound to have at St. Petersburg a special agent, with power of attorney for deciding the current affairs and for settling accounts with the Russian Telegraph Department.

§ 16. One year before the opening of the operation of the telegraph line, the Company is bound to send to St. Petersburg a person with power of attorney in order to settle jointly with the Imperial Telegraph Department a tariff and regulations for telegraphic correspondence.

§ 17. In order to encourage the undertaking, the Government grants to the Company an allowance of 40 per cent. on the net produce of dispatches, transmitted by the Russian Government telegraph lines to and from America.

§ 18. Considering that the annual net profit of all the lines of Russia cannot be determined before the end of the first half year of the following year, the settlement of the account with the Company and the payment of the above said allowance of 40 per cent. will not be effected before the 1st August of the ensuing year.

§ 19. The Company is bound on demand of the Government to establish new telegraph stations, without any remuneration for the same, at such towns and places along the line

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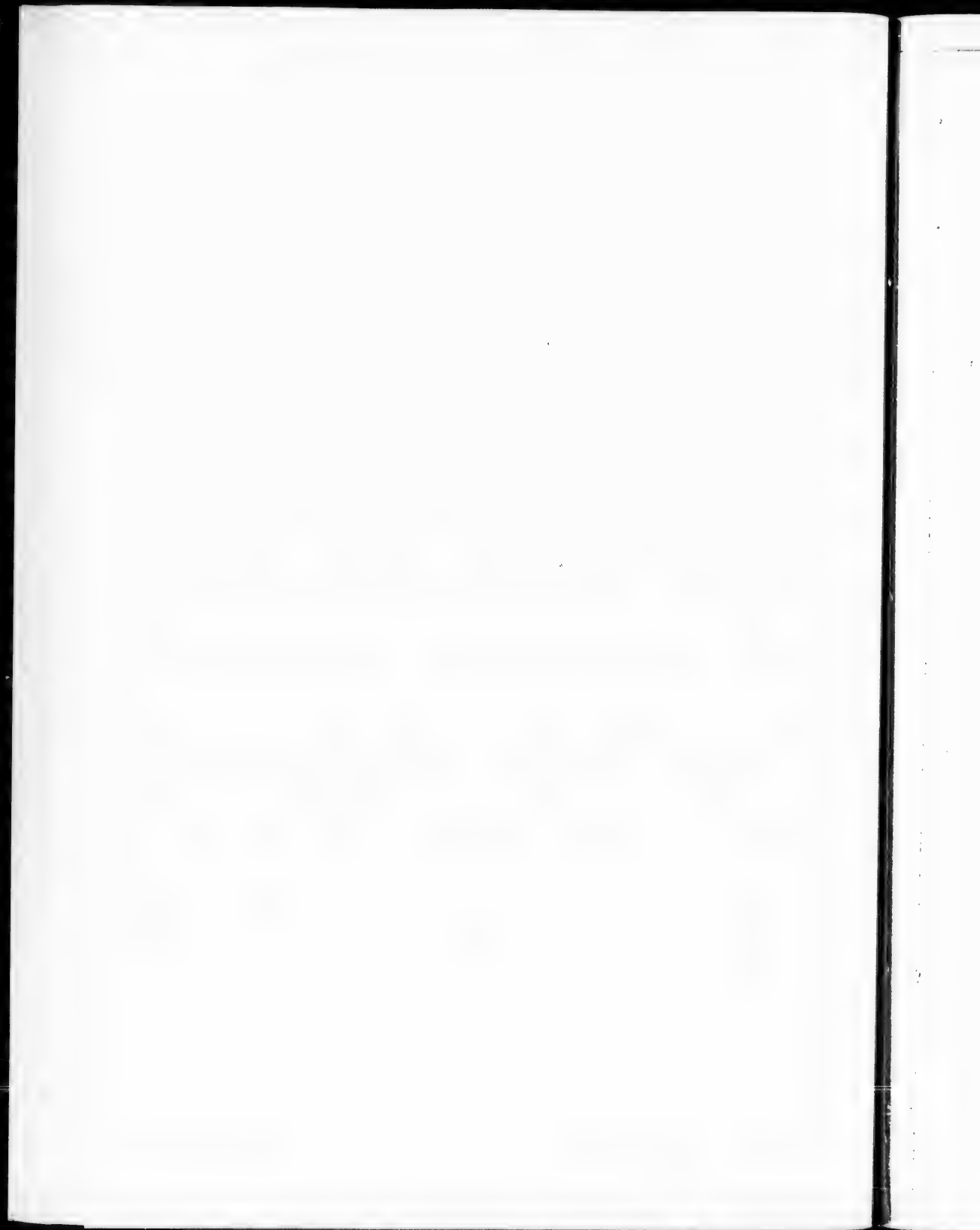
of the Company's telegraph within the possessions of Russia, where the Government will judge it necessary. Moreover, the Government has the right to suspend wires of its own for the exclusive transmission of Government dispatches on the Company's telegraph posts, as also to join its own lines to the Company's telegraph and place its apparatuses at the Company's stations.

§ 20. The Company is bound to keep its telegraph line in good order, so as to secure to the Government the constant orderly transmission of dispatches; in consequence, if after completion of the construction and opening of the line, the working of the telegraph should from any cause cease, the Company is bound to take the most active measures in order to re-establish without delay the communication; and should the working not be re-established within one year and a half from the day of stoppage, then the Company forfeits its exclusive privilege and its right to the allowance of 40 per cent. The privilege shall not be forfeited, if the injury occasioned to the telegraph and the stoppage of the correspondence thereby produced for more than one year and a half, should arise from an insurrection or war operations on those territories, where the Company's line runs.

§ 21. The Company is allowed, during the construction of the telegraph and three years after its completion, to import free of duty from abroad, through the ports of the Pacific Ocean, all the materials and tools necessary for the construction and maintenance of the line, as also victuals and articles of clothing for the people employed on the Company's telegraph line within the possessions of Russia.

§ 22. The Government reserves to itself the right at any time to survey and inspect, through such persons as it may appoint, the construction of the Company's telegraph, as also, after its completion, the telegraph line with all the stations, etc., within the Russian possessions.

§ 23. In order to contribute as much as possible to the success of the present undertaking of public utility, the Government will adopt, in accordance with the views of the chief local authorities, the measures necessary for securing the Company's telegraph from being maliciously injured by the local population; but at the same time the Government refuses to take upon itself any responsibility for such injuries of any nature whatever.



§ 24. The Government consents to construct a junction telegraph line from Verchne-Oodinsk to Nicolaievsk at the mouth of the Amoor river, within the same period of time, which is prescribed in Art. 5 for the completion of the Company's telegraph, and after the achievement of both lines the Government and the Company consent to add, if necessary, as many supplementary wires, as may be wanted for the uninterrupted transmission of the correspondence of the whole world.

§ 25. On expiration of the thirty-three years, for which the Company's exclusive privilege is granted, the Government will, as it judges convenient, grant a further term for a determined period of time and enter a new agreement with the Company, in which the former stipulations may be changed. The Company will, however, preserve the further right of working its telegraph within the possessions of Russia, and as long as the said telegraph will be kept working, the Company shall preserve the use of the Government lands, which will have been allotted to it. One year before the expiration of the term of the privilege, Plenipotentiaries of the Government and of the Company will meet at St. Petersburg, in order to stipulate a new agreement.

§ 26. All differences, suits and claims, which may eventually arise in future from the stipulations of the present agreement, shall be judged and finally decided according to the laws of the Russian Empire.

Signed by

HIRAM SIBLEY,

P. McD. COLLINS.

The 9th March, 1865.

ADDITIONAL CLAUSE.

The conditions stipulated on the 9th March, 1865, between the Russian Telegraph Department and Hiram Sibley, Plenipotentiary of the American Western Union Telegraph Company, for the establishment of a telegraphic communication between Russia and America.

For the calculation of the 40 per cent. stipulated in the 17th article, a statement shall be drawn every year from the

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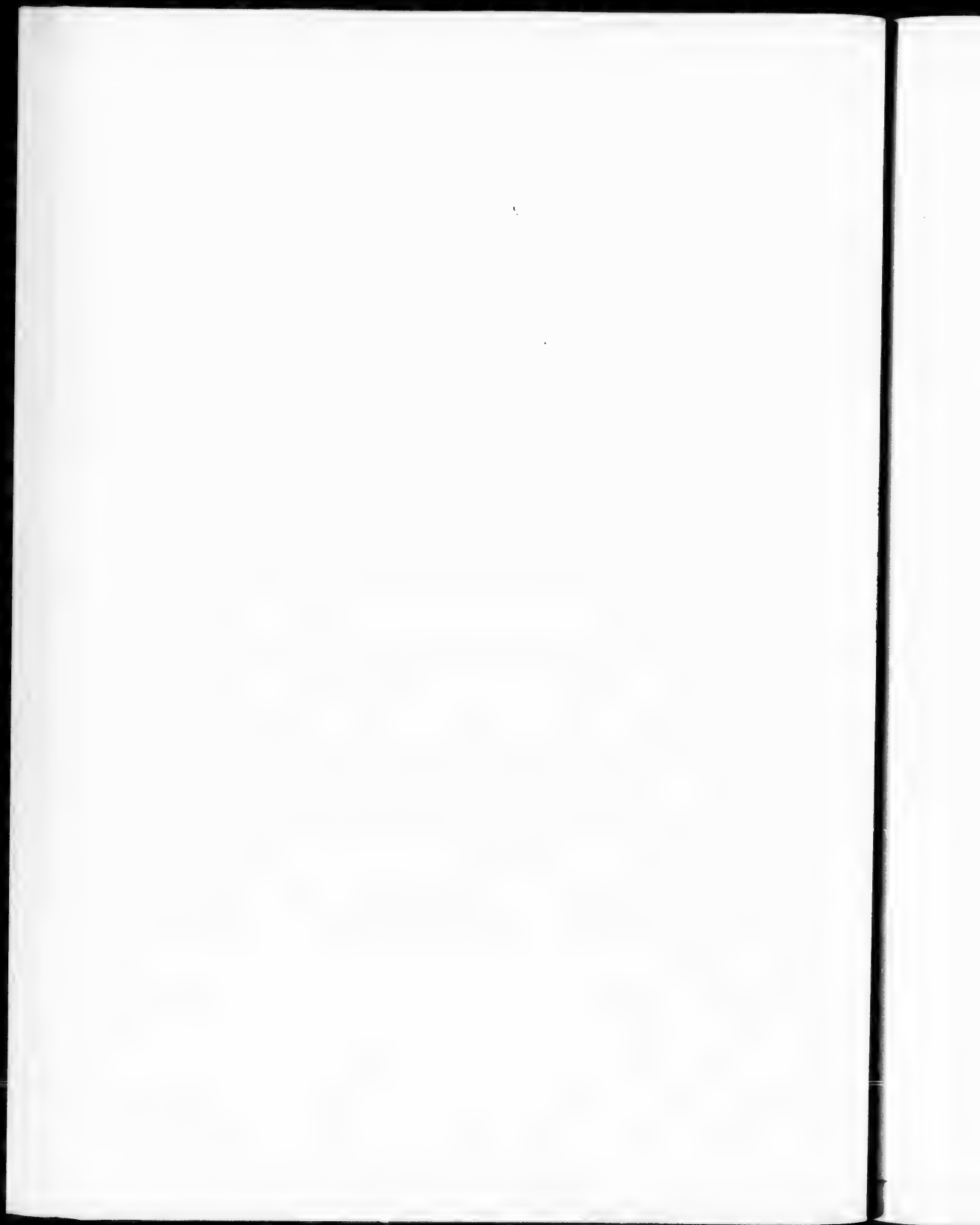
accounts of the Telegraph Department, determining the total amount of the net produce of all the telegraphs of the Empire; after deducting from the total gross produce the total of all the expenses in general, that have been employed for the Telegraph Department. Then the gross produce of the dispatches transmitted by the Russian telegraph lines, exclusively to and from America, will be determined, and from this sum will be deducted, proportionally to the relation of the general net produce to the general gross income, the number which constitutes the net produce of the American dispatches, out of which an allowance of 40 per cent. is made over to the Company.

Later, during the construction of the telegraphic line or when it shall be opened for use, the Government and the Company, if they find it convenient, can by mutual consent compensate the allowed 40 per cent. from net produce by a proportionate abatement from the gross produce.

This additional clause is obligatory to both parts as well as the conditions.

Signed by

HIRAM SIBLEY,
P. MCD. COLLINS.



Collins' Overland Telegraph.

GENERAL RULES

OF

ORGANIZATION AND GOVERNMENT.

(1.)

The expedition will be divided into Working Divisions and Engineer Corps.

(2.)

The Working Divisions, under the direction of a Division Superintendent, will be sub-divided into *Parties of Construction*, each under charge of a Chief Foreman. These Construction Parties to be again divided into four working squads, each under the immediate control of a foreman, who will report to the Chief Foreman. The Chief Foreman will have power to discharge any of the employees in his party, reporting the reasons for their dismissal to the Division Superintendent. He will keep an accurate account of each man's time, making a monthly return of the same on printed blanks to Superintendent of Division. He will receipt to Division Superintendent for all material necessary in the construction of lines, and will be held accountable for its proper use.

(3.)

General Supply Depots, for the distribution of stores and material, will be established at convenient points. Supply Agents will keep an accurate account of stores and material received and issued by them, and will make thereof a monthly report. Each Construction Party will have a Commissary for the distribution of rations, and all cooks accompanying the

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party will be subject to his orders. He will make requisition for rations on blanks furnished for that purpose, stating the number of men and days for which rations are required. These requisitions, after receiving the approval of the Chief Foreman, will be filled by agents in charge of Supply Depots. The Commissary will be held responsible for everything appertaining to his department.

(4.)

The Engineer Corps will be under the immediate charge of a Chief, who will be responsible alone to the Director-in-Chief of the expedition. Its duties necessarily being varied and arbitrary, special rules and regulations will be prescribed for its use.

(5.)

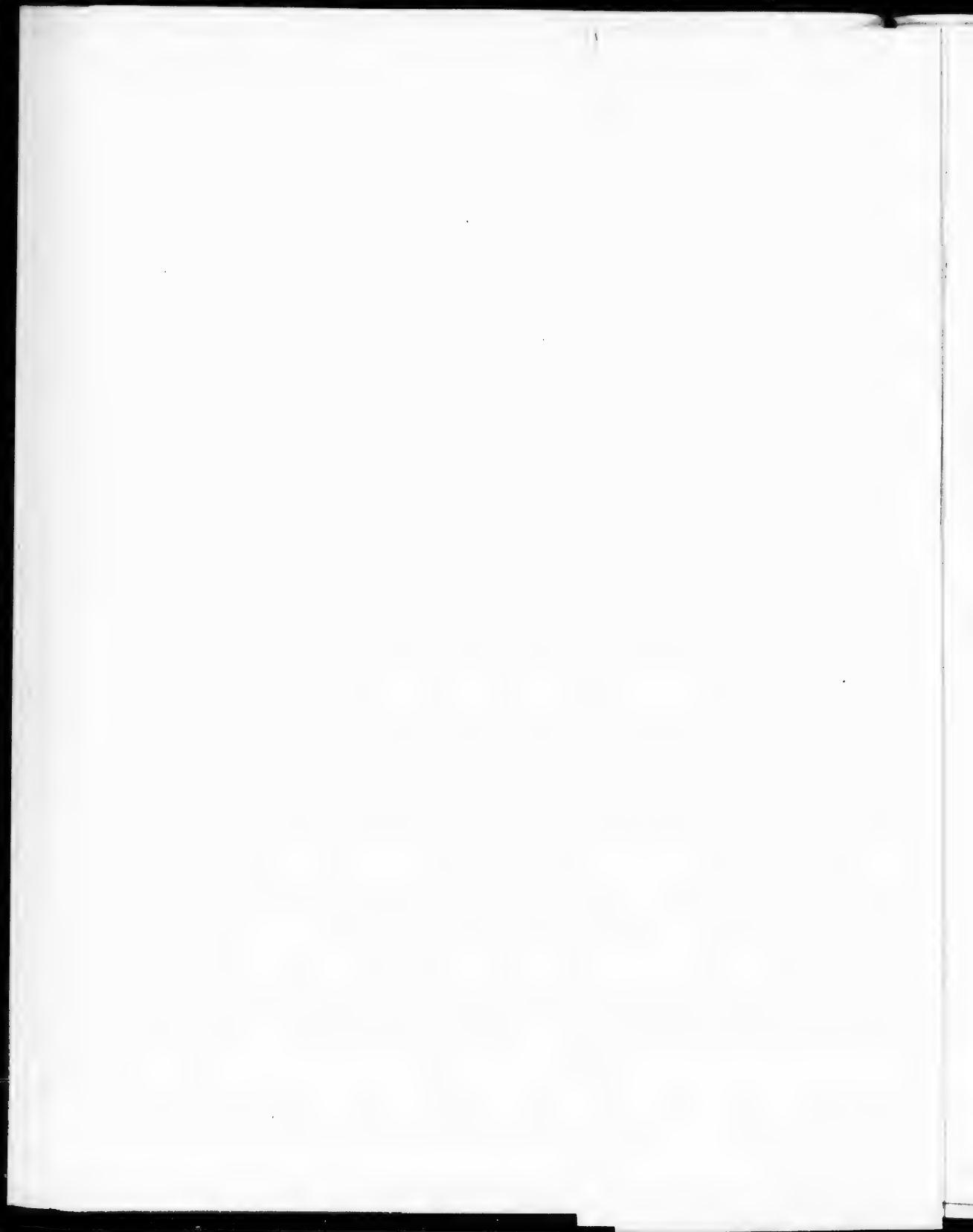
A camp guard will be kept on duty at night, and, when necessary, during the day, and will be responsible for all property stolen from the camp. Working and exploring parties will also be properly picketed to prevent surprise. Indians or others not engaged in the work will not be permitted to loiter about the camps, nor will employees wander from them without permission from the Chief Foreman. The strictest discipline must be enforced, and foremen and others in authority will so conduct themselves as to ensure the respect and obedience of their subordinates.

(6.)

The natives will be treated with the utmost kindness and consideration, and, as far as practicable, employed in the work—receiving instructions that will enable them to perform the duties of watching and repairing the line. Their interest in the work will be best secured by understanding that the success, good condition and permanency of the line will result in continual profit to them. The most scrupulous system and exactness must be observed in paying them for service of any kind.

(7.)

To avoid infringements upon the rights of regularly chartered trading companies, all trading with the natives by employees of the expedition is *expressly forbidden*. Employees will take especial pains to *gain and retain* the good will of both the Hudson's Bay and Russian American Companies.



(8.)

Persons wishing to leave the Company's service will give at least one month's notice, by submitting their resignation to the heads of Departments. In cases where employees in charge of property are discharged, or retire, they will take a receipt for all property and material transferred to their successors, and parties relieving them will make a careful inventory of property on hand, and forward it to the Division Superintendent. In cases of death, a report will be made by the Chief Foreman, to the Superintendent of Division, comprising the descriptive roll of the deceased, a statement of his accounts and effects, and the place of his burial.

(9.)

Any person who shall begin, excite, cause, or join in any mutiny in any of the working or exploring parties of the expedition, shall be discharged and turned over to the proper authorities for punishment. Any person convicted of fraud, theft, or appropriation to his own use of any property belonging to the Company, shall be discharged and turned over to the legal authorities.

(10.)

Spiritous and intoxicating liquors will not be allowed in camp, nor, under any circumstances, furnished to the natives.

Fire-arms are intended for defense, and the greatest caution is requisite in their use.

All work will be suspended upon Sunday.

SPECIAL RULES.

(1.)

Division Superintendents, having charge of money and property belonging to the COLLINS' OVERLAND TELEGRAPH EXPEDITION, will cause to be made out monthly the following returns:

A Roll of Men Employed.

An Account Current of Money.

An Abstract of Expeditures and Vouchers.

An Abstract of Purchases and Vouchers.

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A List of Property, showing the amount received and purchased, and amount issued and expended during the month, and the amount remaining on hand at the end of the month.

(2.)

All returns are to be made out in triplicate. One copy of each to be retained by the Division Superintendent, and other copies to be forwarded to the Chief Clerk.

(3.)

The Abstracts of Expenditures and Purchases, with Vouchers, and the Account Current, are to be transmitted to the Chief Clerk within five days after the month to which they relate.

(4.)

Pay Rolls, Requisitions, Vouchers, etc., will be made on the blank forms furnished; and accounts must be certified by Division Superintendents.

(5.)

The employees shall be paid in such a manner that the arrears shall at no time exceed two months, unless the circumstances of the case render it unavoidable.

(6.)

When a receipt on a pay roll or account is not signed by the hand of the party, the payment must be witnessed.

(7.)

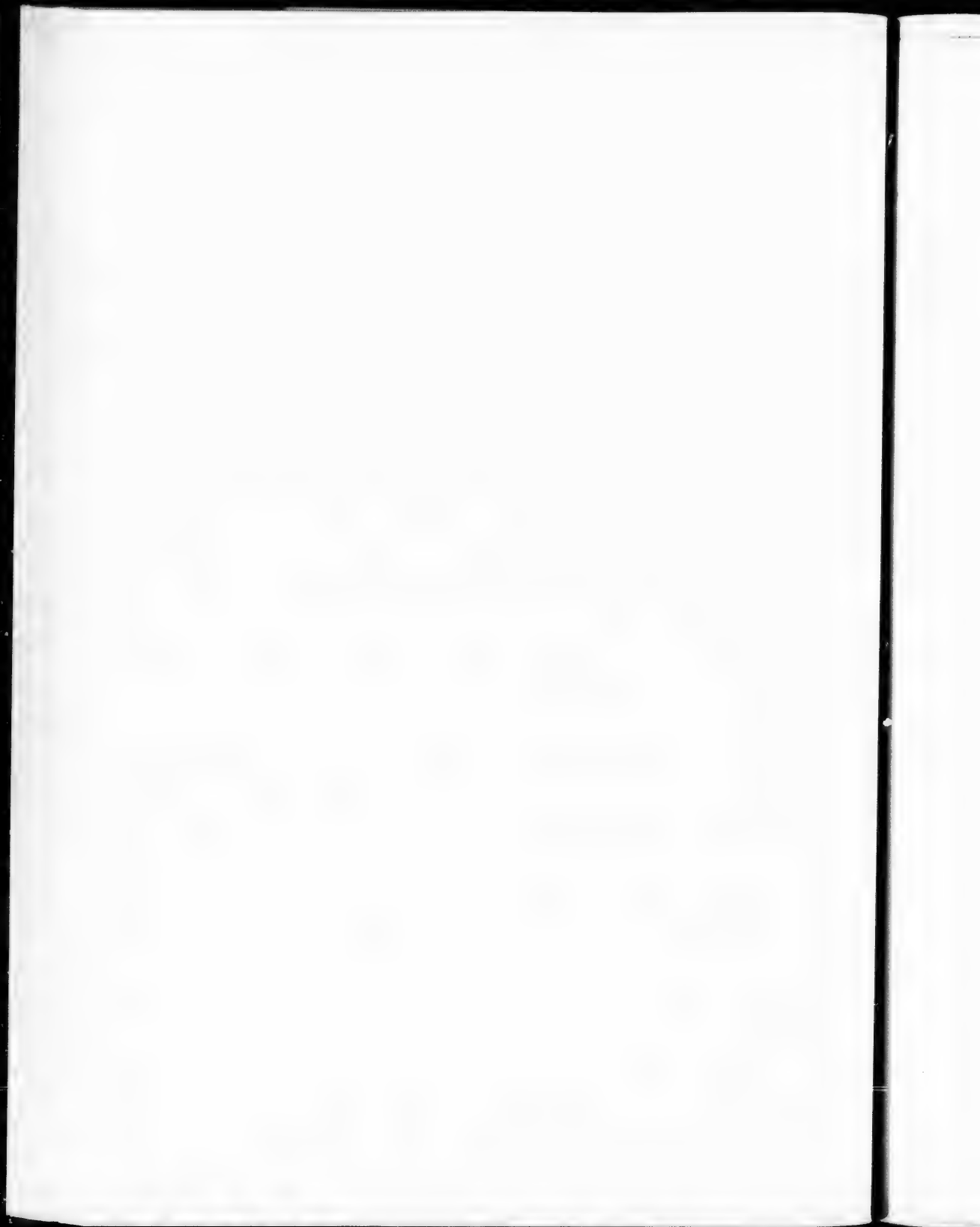
As far as practicable, employees are to draw their pay from the Paymaster of the Division where they may be employed.

(8.)

No person, while in arrears, shall draw pay; and no Paymaster shall make to him any payment on account of pay, until his pay accruing shall be equal to or exceed the amount of his arrears.

(9.)

A descriptive list will be furnished each man in the employ of the expedition, and all payments must be endorsed thereon.



This list is not transferable. In case of transfer of men from one Division to another, the descriptive lists will be forwarded with them.

(10.)

The rolls of men employed are to embrace all the data necessary to ensure justice to the employee, and to guide the Paymaster in making his payments.

(11.)

No Paymaster, or person having charge of men, shall be interested in the purchase of any employee's account of pay due, or other claim against the expedition.

(12.)

Transportation and labor may be paid on the same voucher, and accounted for on the abstract of expenditures. Vouchers for purchases will be separate and distinct from all other expenditures, and accounted for on its abstract.

The Employees of the Expedition are PARTICULARLY EX-
JOINED that TRADING OR BARTERING with the INDIANS or NA-
TIVES, for FURS, SKINS, or any COMMODITY which constitutes
their means of trade with the regularly chartered Trading
Companies of British and Russian America, is EXPRESSLY
FORBIDDEN.

All Officers of the Company are commanded to see that this
order is strictly enforced.

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O. H. PALMER TO COL. C. S. BULKLEY AND REPLY.

WESTERN UNION TELEGRAPH CO. }
 SECRETARY'S OFFICE, }
Rochester, N. Y., December 16, 1864. }

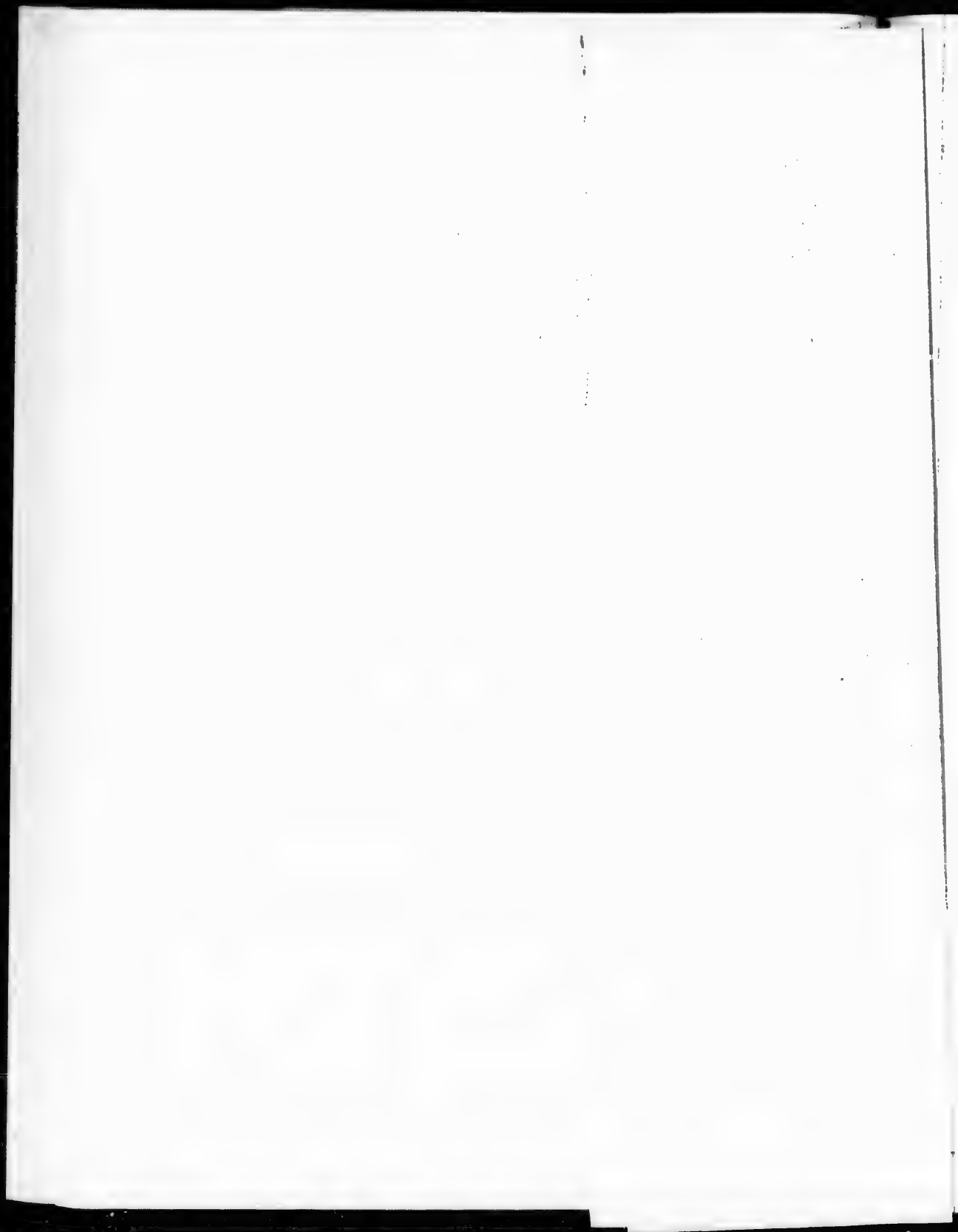
COL. CHARLES S. BULKLEY:

My Dear Sir—Mr. Wilder informs me that you expect to sail on the 19th inst. I should not feel that I had done my duty as an officer of this Company if I failed to bid you God speed in the arduous enterprise upon which you are entering, and to express my gratification in hearing you so warmly commended by those with whom you have been brought into more immediate contact in fitting out the expedition, and at the feeling so confidently expressed that you are the right man in the right place.

You undoubtedly fully appreciate the magnitude and great importance, not only in a national aspect, but as involving the interests of this Company, of the undertaking committed to your charge. While the duties may prove trying and severe, and tax to the utmost your strength and energies, there is this compensation: You are entering upon a work which if successful will give you a name and reputation, not only in the history of this country, but in that of all the civilized nations of the earth, well worth all the efforts and sacrifices before you. I feel confident you will find no obstacles which perseverance and a determined will cannot overcome. Much depends upon you. You shall not fail for want of material aid and moral support on the part of this Company. May a good Providence be with and protect you.

Yours, very truly,

O. H. PALMER.



*The following acknowledgment of Judge Palmer's letter of
December 16th, was received at Rochester, May 29th, 1865.*

San Francisco, May 2d, 1865.

O. H. PALMER, Esq.,

Secretary, etc., Rochester, N. Y.:

*Dear Sir—Your letter of December 16th, by Mr. O'Don-
oughue, received. Allow me to thank you for the kind and
earnest regard for my welfare and success. I fully appreciate
the magnitude of the work, and have calmly weighed the
difficulties. Satisfied from the beginning that it could be
accomplished; investigation assures it less difficult than sup-
posed. More courage was exhibited in the determination of
those who said "this shall be done—we will do it," than is
requisite in your engineer to accomplish the task. You will
be successful.*

I am, very respectfully, you ob't ser't,

CH'S S. BULKLEY.

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ORDERS FROM HON. W. P. FESSENDEN, SECRETARY OF THE
TREASURY, AND HON. GIDEON WELLES, SECRETARY OF
THE NAVY, IN REGARD TO THE DETAIL OF A VESSEL TO
AID IN THE SURVEYS FOR THE CONSTRUCTION OF THE RUS-
SIAN OVERLAND TELEGRAPH, UNDER ACT OF CONGRESS,
APPROVED JULY 1ST, 1864.

TELEGRAM.

TREASURY DEPARTMENT,
Washington, D. C., Feb'y 13th, 1865. }

CHARLES JAMES, ESQ., *Collector, &c.*

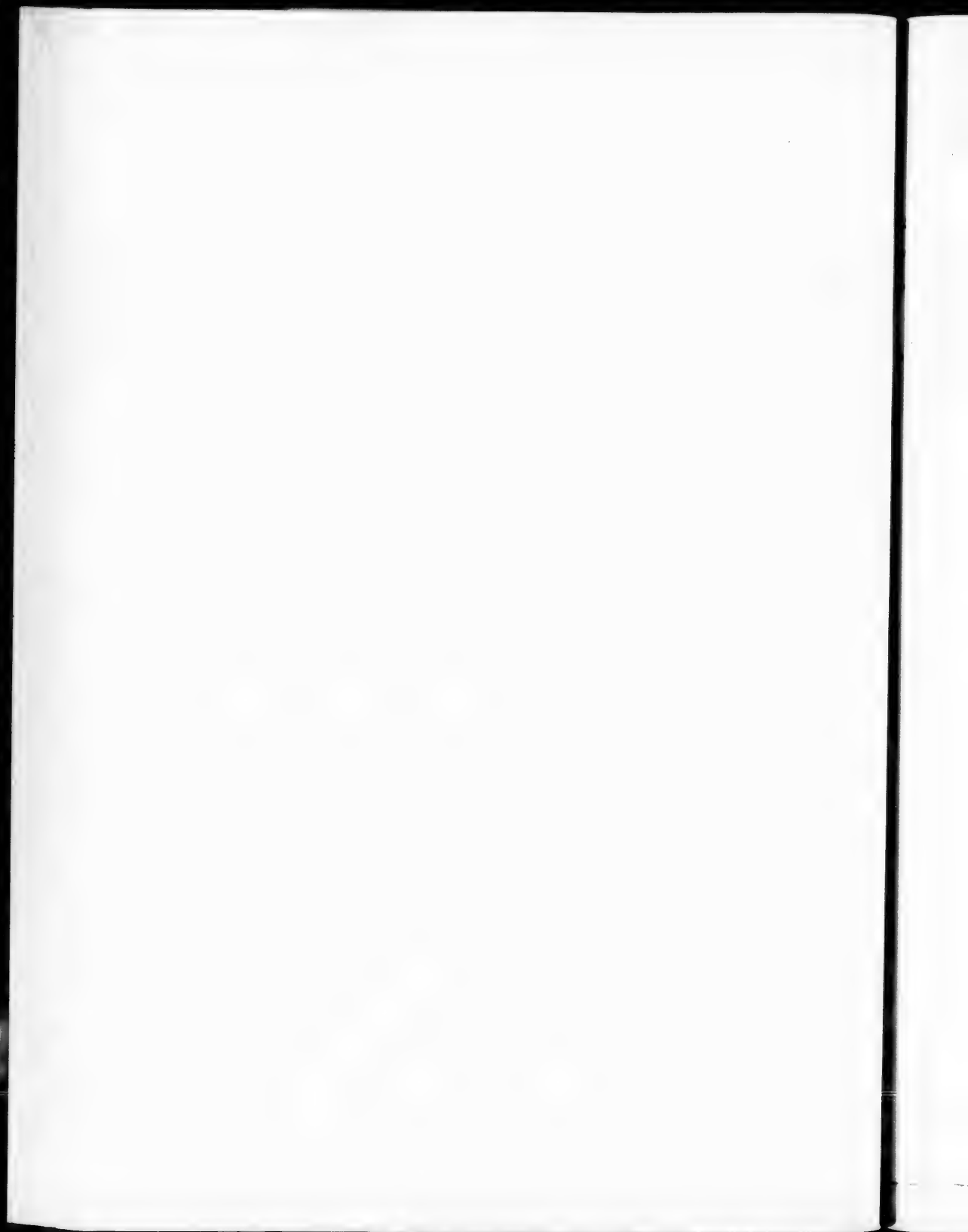
San Francisco, Cal.:

Place the revenue steamer, Shubrick, at the disposal of
Col. Charles S. Bulkley, for ninety days, when the Navy
Department places at your disposal a suitable naval vessel to
perform revenue duty. The expenses of the Shubrick, while
in the employ of Col. Bulkley, will be paid by that gentle-
man. Report your action.

(Signed,)

W. P. FESSENDEN,

Secretary of the Treasury.



Washington, D. C., Feb'y 13th, 1865.

COL. CHAS. S. BULKLEY,

San Francisco, Cal.:

See telegram to-day from Secretary of Treasury to Collector James. It is important that the Collector be satisfied with the arrangement. Call on him with Mr. Haight. The Navy Department will direct the senior naval officer at San Francisco to provide a vessel for the Collector whenever the revenue service may require it during the absence of the Shubrick. Telegraph me in detail what you require from the Navy Department to man, equip, and supply the Shubrick for the round voyage. Look at all telegrams on this subject.

ANSON STAGER.

OFFICE U. S. MILITARY TELEGRAPH, }
NAVY DEPARTMENT, }
Washington, D. C., Feb'y 14, 1865. }

CAPT. DAVID McDUGALL,

Com'dt Navy Yard, Mare Island, Cal.:

Is there a naval vessel that can possibly perform revenue duty for ninety (90) days, whilst the steamer "Shubrick" is absent for the Russian Telegraph Company? If so, let her be detailed for that duty.

(Signed,)

GIDEON WELLES,

Sec'y of the Navy.

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PETITION TO HIS IMPERIAL HIGHNESS, THE GRAND DUKE
CONSTANTINE, FOR A NATIONAL VESSEL TO AID IN THE
CONSTRUCTION OF THE RUSSIAN AMERICAN TELEGRAPH.

WESTERN UNION TELEGRAPH CO. }
Secretary's Office,
Rochester, N. Y., Sept. 30, 1865. }

TO HIS IMPERIAL HIGHNESS,
THE GRAND DUKE CONSTANTINE,
*General Admiral of the Imperial
Russian Navy, etc., etc.*

IMPERIAL HIGHNESS:—For the encouragement of the great Overland Telegraph which is to unite Russia and the United States under co-operative grants from Russia, Great Britain, and the United States, our government granted the use of a national vessel to aid in the construction of the line.

We have progressed this year very rapidly in the construction through British Columbia, and laid the foundation for very extensive progress next year. Our exploring and pioneer constructing parties will before the opening of navigation next spring in the North Pacific and the Okhotsk, be in possession of sufficient knowledge to enable us to locate and construct a material portion, if not the whole of the line on the Asiatic side. Wire for the whole line has been purchased in London, and with other necessary materials which will soon be on shipboard from this side, all necessary material for construction will be laid down on both sides of Behring's Strait upon the opening of navigation in the spring.

We shall require the use of an additional steamer for the Sea of Okhotsk and the Asiatic coast for transporting material, workmen, surveyors, etc., and most probably for making soundings and locating stations along the coast from the Amoor to Penjinsk.

We have now two steamers and five sailing vessels of our own, but we find that the distances are so great and the season of navigation so short in those high latitudes, that in order



to push the work rapidly forward next year, we will require an additional steamer, particularly on the Sea of Okhotsk.

We have therefore taken the liberty of advising your Imperial Highness of these circumstances, in order most respectfully to ask the services of a steamer from the Imperial fleet in those waters to aid in the prosecution of this great enterprise.

We feel that the authorization of aid in this form, coming from your Imperial Highness, would not only be very material to our success in a physical point of view, but that such aid would be morally of the highest importance.

The world at large would attach great significance to the fact that a national vessel belonging to the Imperial fleet was engaged in assisting in the achievement of this truly international enterprise.

The physical difficulties to be overcome in the construction of this hazardous and costly work, challenges the sympathy and admiration of all nations, and we are determined, as far as we are concerned, by our energy and perseverance in its achievement, not to disappoint the hopes of the civilized world.

We feel assured in addressing your Imperial Highness on this subject, that it is unnecessary to enlarge upon the usefulness and importance of the aid most respectfully asked. That it will give a national character to the enterprise, and strengthen the undertaking in the estimation of capitalists and of the world at large, there can not be any doubt.

Petitioning your Imperial Highness in the most respectful and dutiful manner in this behalf, we ask the gracious and favorable consideration of our prayer.

We have the honor to be,
With the highest consideration,
Your Imperial Highness' most
Respectful and humble servants,
For the Companies,

J. H. WADE, *President.*

O. H. PALMER, *Sec'y.*

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WESTERN UNION TELEGRAPH CO., }
 SECRETARY'S OFFICE, }
 Rochester, N. Y., Oct. 1, 1865. }

HIS EXCELLENCY GEN'L C. M. CLAY,
 St. Petersburg, Russia.

*Envoy Extraordinary and
 Minister Plenipotentiary of the
 United States of America.*

I have the honor of enclosing to your care a petition to His Imperial Highness, the Grand Duke Constantine, asking the services of a steamer from the Imperial fleet, to aid in the prosecution of our great telegraph work. I also enclose a copy of the petition for your convenience. Knowing your appreciation of the importance of the enterprise, and your generous and kindly feeling towards us, I take the liberty of asking you to cause the petition to be delivered to the Grand Duke, with such suitable and encouraging recommendations as it may be proper and agreeable for you to make.

I have the honor to be, respectfully, your obt^d ser^t,

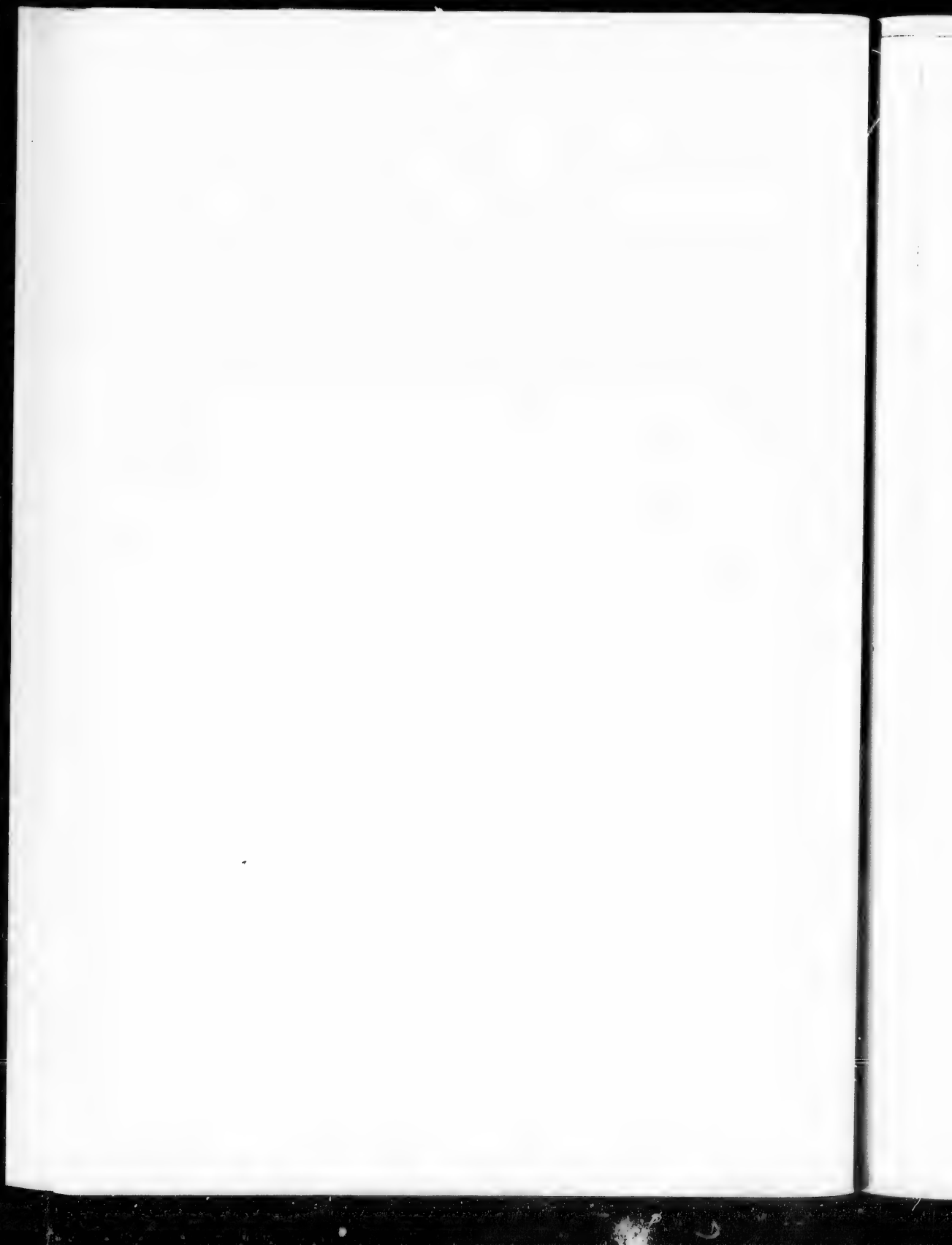
O. H. PALMER, Sec'y.

LEGATION OF THE UNITED STATES, }
 St. Petersburg, Nov. 26th, 1865. }

To the Directors of The Western Union Telegraph Co.:

GENTLEMEN—In due time I presented through the Department of Foreign Affairs, your petition to His Imperial Highness, the Grand Duke Constantine, for a Russian vessel to assist in laying the International Telegraph line, together with a letter of my own in its favor.

I am just now in receipt of a very kind letter from my friend General Crabbe, the Minister of the Marine, saying that His Imperial Majesty had ordered the "Variag," a screw steamer, of the Pacific squadron, to be put under the orders of your agent, to assist in achieving the telegraph, and asking you to inform H. E., Gen'l Crabbe, the time and place that said corvette should be ordered to report to you for service.



You will, therefore, please give the desired information as soon as possible. I suppose the order will be sent forward by Gen'l Crabbe, by telegraph through Siberia, and thence by post to the squadron.

I am told that the vessel is a first-rate one, and the handsome and prompt manner in which it is given, should incite the Company to the most vigorous prosecution of this, one of the greatest enterprises of the age.

Very truly yours,

C. M. CLAY.

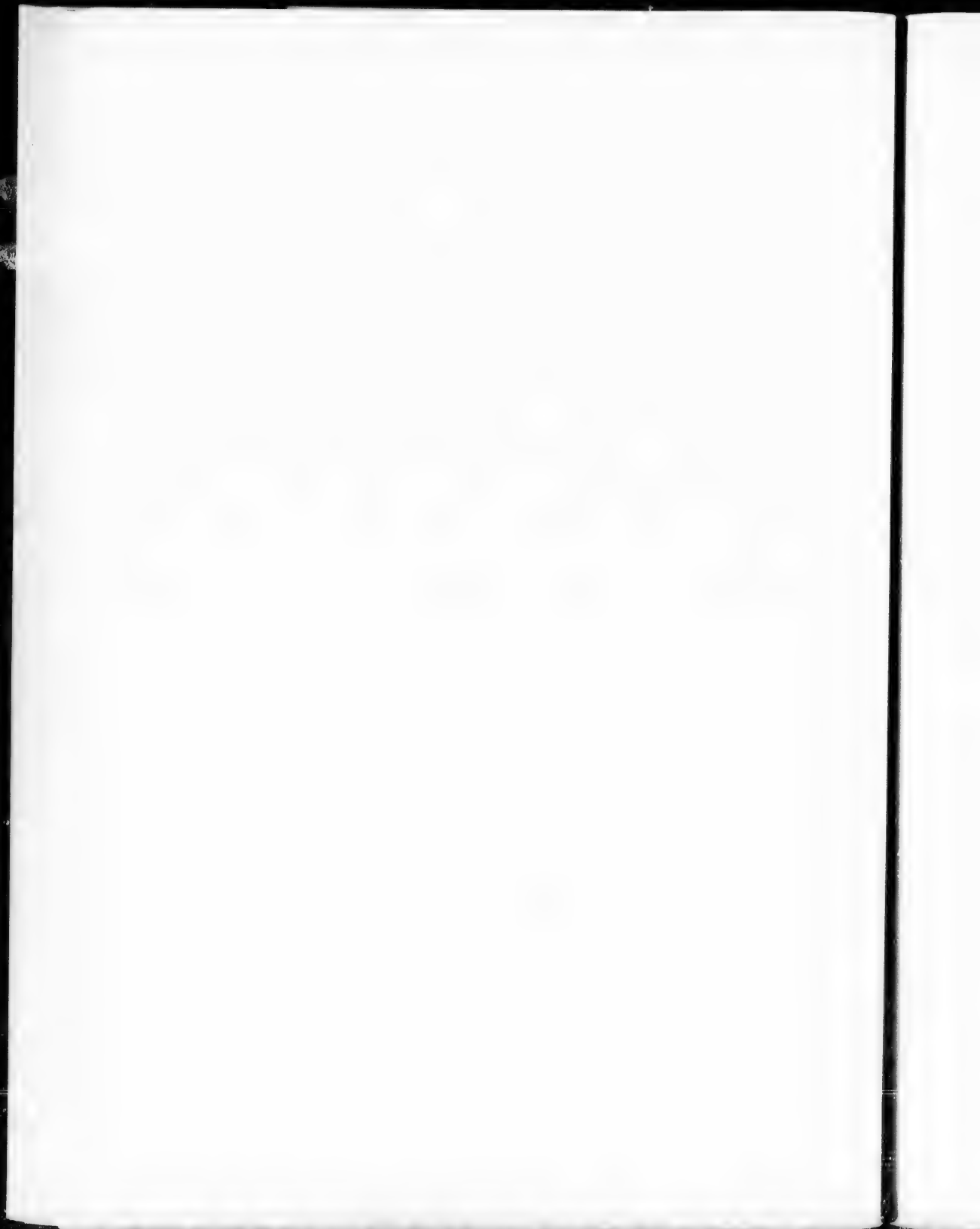
HIS EXCELLENCY, I. TOLSTOY, TO MAJOR P. McD. COLLINS,
ADVISING HIM OF THE DETAIL OF THE SCREW CORVETTE
"VARIAG," TO ASSIST IN THE CONSTRUCTION OF THE TELE-
GRAPH THAT IS TO UNITE AMERICA WITH EUROPE.

St. Petersburg, November 27, 1865.

MY DEAR SIR: The request of the American Union Telegraph Company, soliciting as a new grant the co-operation of one of the vessels of the Imperial navy in the surveys to be done along the Russian territories, addressed to His Imperial Highness the Grand Duke Constantine, was forwarded for my approval; and desiring to assist your Company by all the means in my power, I gave my immediate consent.

I have now the pleasure to inform you that His Imperial Majesty the Emperor, has been graciously pleased to give the order appointing one of the ships now on the Pacific station, the screw corvette, Variag, to assist your Company in the works for the construction of the telegraph line that is to unite America with Europe.

This particular favor is a new proof of the interest the Imperial Government takes in the construction of this important telegraph line, and of the desire to facilitate as much as possible this great undertaking, in order to assist in carrying it to a speedy conclusion.



Wishing very naturally to know as much as possible about the proceedings of the works, I profit of this occasion to repeat my request of sending me all the details and intelligence concerning this interesting subject.

Believe me, yours truly,

I. TOLSTOY,

Minister of Imperial Posts and Telegraphs.

To Major P. McD. COLLINS.

The screw corvette Variag is two thousand one hundred and fifty-six tons burden; three hundred and sixty horsepower engines, seventeen guns, and three hundred and six men.

Local Authorities in the Russian Possessions to co-operate in the construction of the Telegraph.

*By supreme sanction of
His Majesty the Emperor.*

His Excellency, I. Tolstoy, Minister of Imperial Posts and Telegraphs, certifies to the local authorities that the Western Union Telegraph Company has been authorized to establish a Telegraph through the Russian Possessions on the Pacific Ocean.



TRANSLATION.

 MINISTRY OF POSTS AND TELEGRAPHS.

 DEPARTMENT OF TELEGRAPHS—TECHNICAL SECTION.

Second Board—St. Petersburg, October 6th, 1865.

No. 318.]

TESTIMONIAL.

By supreme sanction of His Imperial Majesty, the American Western Union Telegraph Company has been authorized to establish a telegraph from America along the Russian possessions and the maritime coast to the city of Nicolaievsk, at the mouth of the Amoor river.

In certifying the above, I request the local authorities to assist the representative of the above Company, Major Perry McD. Collins, a citizen of the United States, by every possible co-operation in the achievement of the construction of the said telegraph.

(Signed,)

The Minister of Posts and Telegraphs,

{ SEAL }

I. TOLSTOY.

(Countersigned,)

The Director of Telegraphs,

MAJOR GENERAL LUDERS.

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To all whom these Presents may come :

Be it known that Colonel Charles S. Bulkley, Engineer-in-Chief for the construction of the said telegraph herein mentioned, and acting in such capacity, is entitled to all the benefits of this order.

Acting for the Company, and in my capacity as Managing Director, I hereby request the local authorities to give full force and effect to the requirements of said order, No. 318; and to render to Colonel Bulkley the same good offices as if I were personally present, in the achievement of said telegraph.

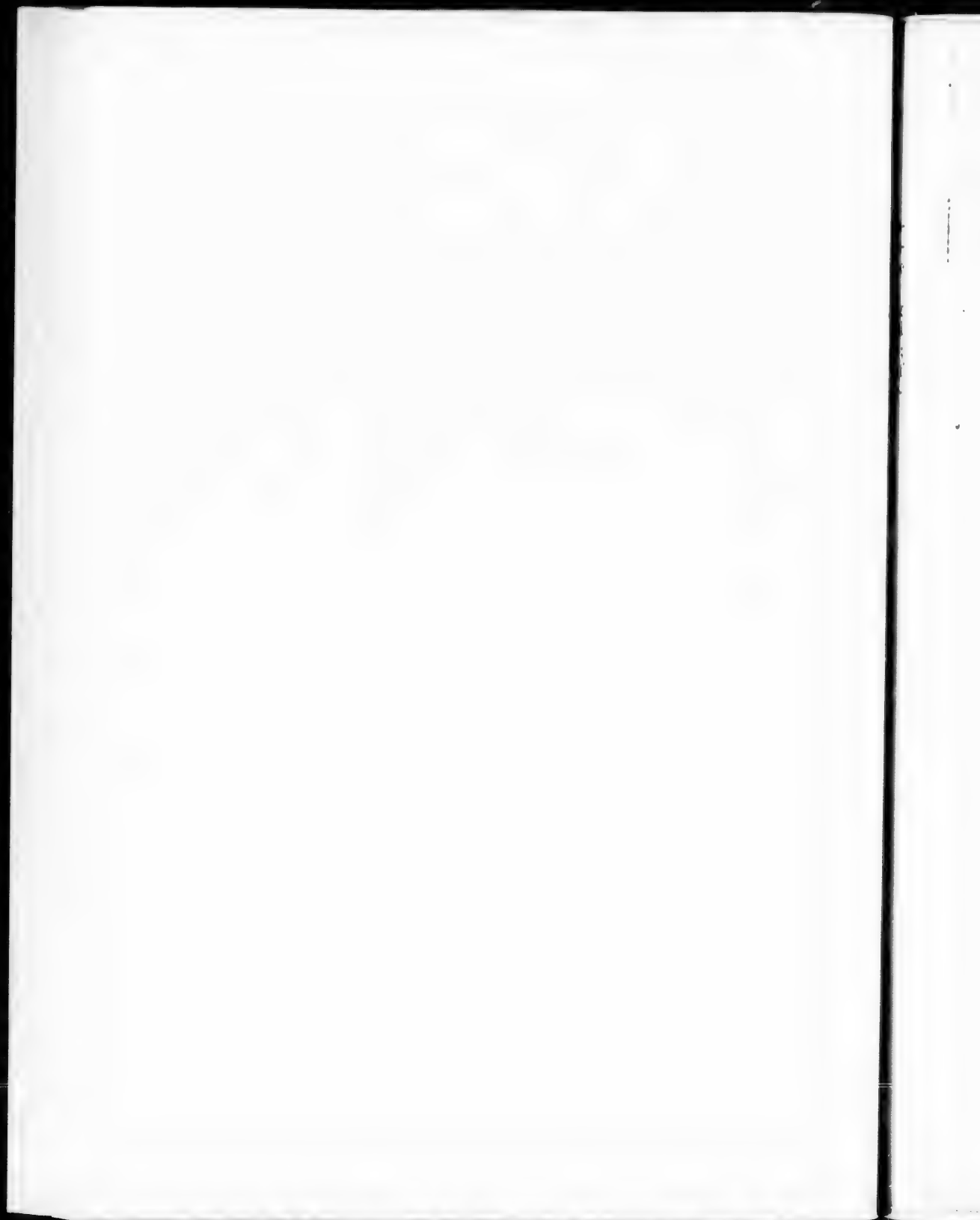
PERRY McD. COLLINS,

Managing Director.

For the Company,

O. H. PALMER, *Secretary.*

{ SEAL }



O. H. PALMER, SECRETARY, TO HIS GRACE THE DUKE OF
SOMERSET, ASKING THE AID OF A NATIONAL VESSEL TO
CO-OPERATE IN THE CONSTRUCTION OF THE "COLLINS'
OVERLAND TELEGRAPH," WESTERN UNION EXTENSION.

SECRETARY'S OFFICE,
WESTERN UNION TELEGRAPH CO., }
Rochester, N. Y., Sept. 30, 1865.

*His Grace, the Duke of Somerset, K. G., etc., etc., etc., Com-
missioner for Executing the Office of Lord High Admiral
of the United Kingdom of Great Britain and Ireland.*

MY LORD DUKE—Your Grace is most probably well in-
formed in regard to the general proposition of uniting Europe
and America telegraphically, by means of an overland line of
Electric Telegraph *via* British Columbia and the Russian
possessions both in America and Asia, so as to form a con-
tinuous system from New York to London.

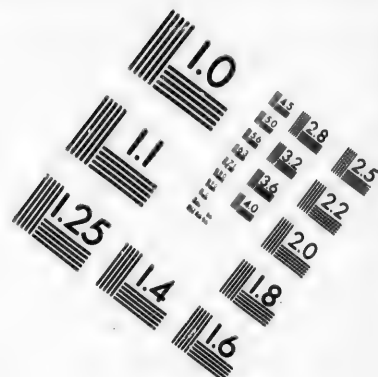
Copies of the grants and acts of the three great powers
immediately interested in a territorial point of view are here-
with annexed for further and more specific information. A
map and other papers are also inclosed for reference.

Under these acts, the three Governments, Russia, Great
Britain, and the United States, granted to Major P. McD.
Collins, certain rights and privileges, which have been trans-
ferred to the Western Union Telegraph Company for the
construction of the "Collins' Overland Telegraph," Western
Union Extension *via* Behring's Strait; under this organiza-
tion the necessary stock has been issued for the achievement
of the Overland Telegraph to Europe.

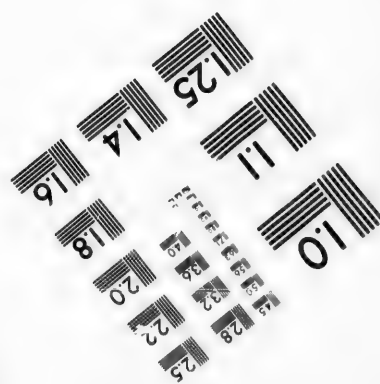
It was not until last fall that the Company could set on
foot active operations for the construction of the line, since
which time, however, considerable progress has been made.

Our surveying and exploring parties are progressing through
British and Russian territory on to Behring's Strait; our
Engineer-in-Chief, Colonel Bulkley, is most probably at this





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**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
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hour at Behring's Strait or upon the adjacent coast, having under his command two steamers and five sailing vessels, and in the course of this year, will determine as far as practicable, the crossing point between America and Asia, and also locate parties along the coast line, both in America and Asia, as far as the Amoor river.

Thus, at the opening of navigation in the spring, we shall be informed as to the best route for the construction of the telegraph, and the proper points along the coast at which to land supplies and materials.

Wire for the whole line has been purchased in London, and the necessary cable for joining America with Asia will soon be contracted for also in London, and all will be forwarded so as to reach their proper destination upon the opening of navigation in the North Pacific in the spring of 1866.

To aid in the speedy execution of our hazardous and difficult undertaking, the Government of the United States has given the use of a steam-ship for general purposes, and we anticipate the same aid from the Government of Russia for the construction of our telegraph on the Asiatic coast from the Amoor around the sea of Okhotsk.

We are very anxious, if it be possible, to construct the whole line next year, consequently we desire all the aid that the three Governments directly interested feel inclined to afford.

Under these circumstances, we take the liberty, knowing how generously and promptly the Government of Great Britain has constantly come forward to aid enterprises of this nature, to ask of your Grace the co-operation of your Government by granting us the use of any suitable vessel of Her Majesty's Navy which is now or may hereafter be on the coast of the North Pacific to aid in the construction of our telegraph.

Besides the material advantage we would derive from aid in this form, the very fact that the Government of Great Britain had detailed a national vessel for such service, would greatly strengthen our efforts in a higher point of view; giving our enterprise an international character, and affecting us very advantageously in the greater ease and facility by which we shall be enabled to raise so large an amount of capital as will be required for the speedy achievement of our telegraph.

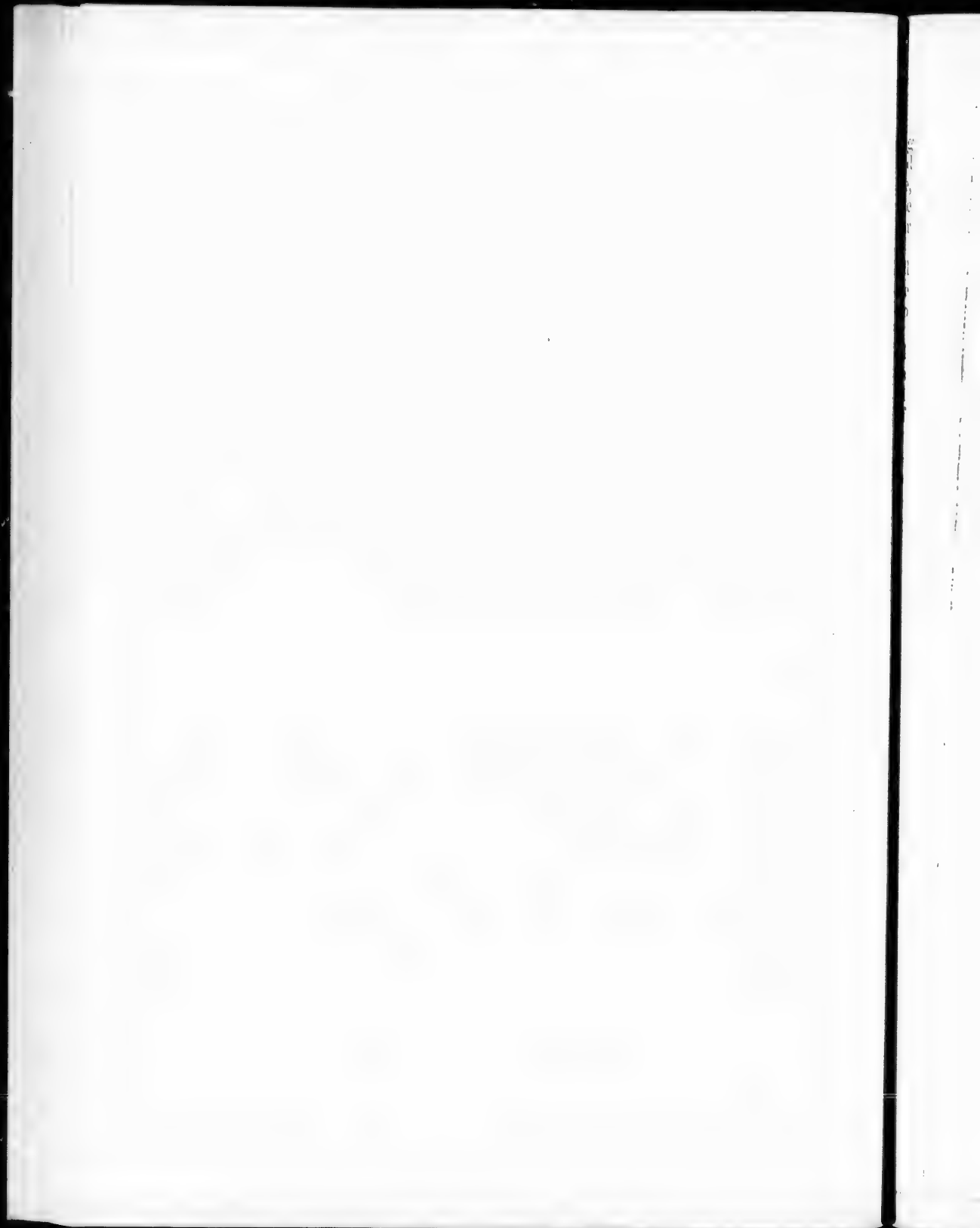
I have the honor to be,

With great respect and consideration,

Your Grace's very obedient servant,

For the Co.,
J. H. WADE, *President.*

O. H. PALMER,
Secretary.



CORRESPONDENCE OF THE GOVERNOR OF RUSSIAN AMERICAN
COMPANY WITH COLONEL BULKLEY, OFFERING ALL THE
AID IN HIS POWER FOR THE SUCCESSFUL PROSECUTION OF
THE RUSSIAN AMERICAN TELEGRAPH.

PORT OF NEW ARCHANGEL, SITKA,)
19 August, 1865. }

CHA'S S. BULKLEY,
Lieut. Col. United States Army,
Engineer-in-Chief,
Ship Golden Gate,
Harbor of Sitka.

SIR: I have the pleasure to tender you my best thanks for the interesting information contained in your esteemed letter of 16th inst.

In compliance with your request, I shall send to-day on board at your disposal, one Codiac Aleutian, and the Finlander Granberg, for the Kvitchpack exploring party. I think it necessary to add that they will receive from our Company their regular wages for the whole time of their absence.

As I learned from Capt. Seammon that you want the Aleutian as a sort of interpreter, I send you a native of Codiac, for only the natives from that island may answer the purpose; others speak quite a different language.

The planks and nails agreeably to Capt. Seammon's note will be sent on board to-day. If you should like, I can furnish you from here with an Aleutian skin boat.

Annexed please find my circular letters concerning your Company.

I am with great respect,
Your most ob'd't, humble servant,

L. GAVRISCHEFF,
Acting Governor of Russian Colonies in America.

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TRANSLATION.

ACTING GOVERNOR OF RUSSIAN COLONIES IN AMERICA,
7TH AUGUST, 1865.

No. 242.]

To the Officers in command of the several settlements of Russian Colonies in America.

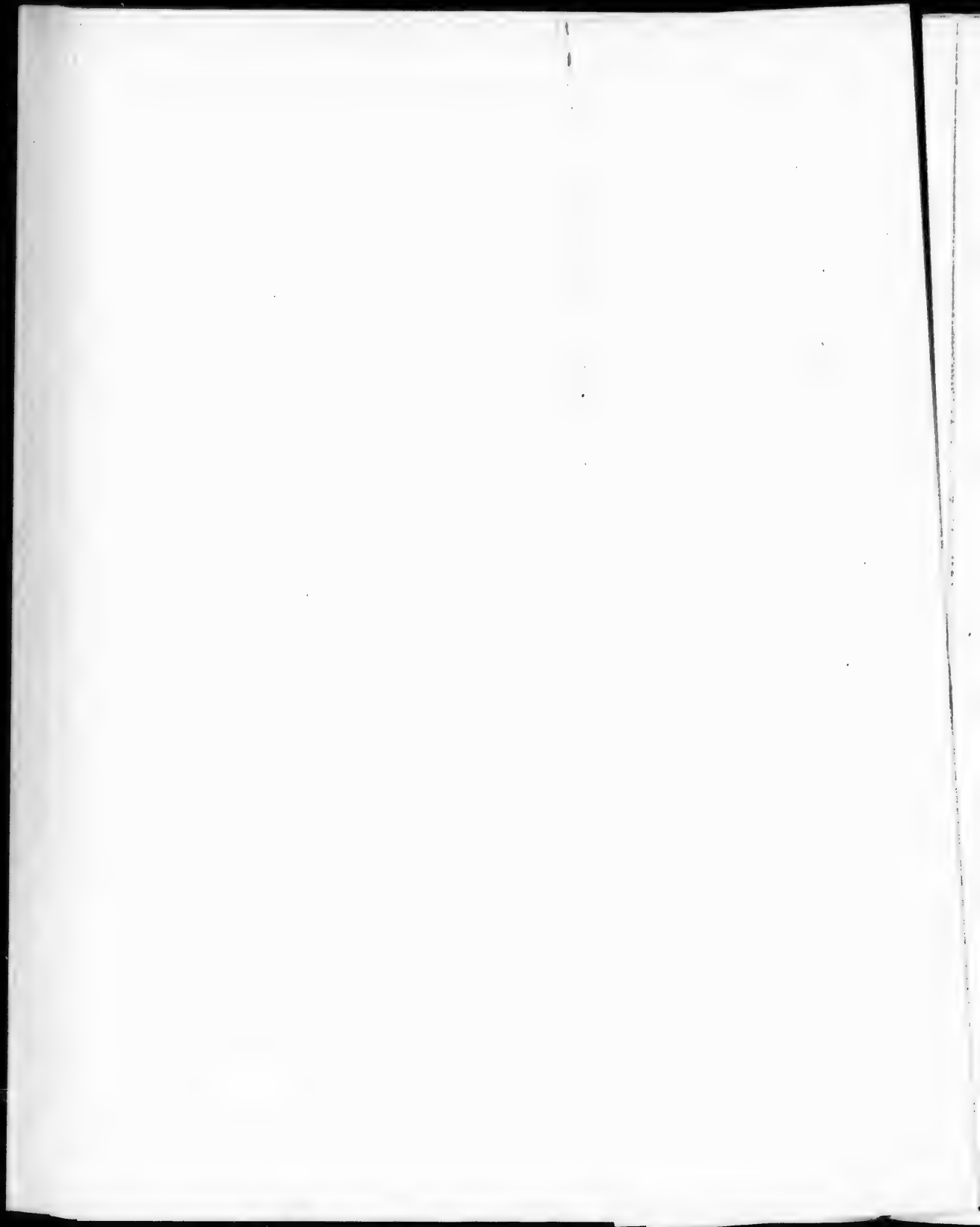
By permission of the Russian Government, the American Western Union Telegraph Company are going to construct a line of telegraphic communications from the United States of America through our Colonies to Siberia.

With the purpose of exploring the country, the said Company has fitted out an expedition consisting of vessels which are now sailing to Behring's sea. The success of this undertaking being of great importance to the whole world, the Russian American Company have consequently resolved to render their full assistance to the expedition, and it is hereby ordered to the officers in command of the settlements in our Colonies, whenever any ships belonging to the Telegraph Company arrive, to possibly fulfill all lawful requirements of the commanders of the vessels, and if requested to supply any goods, stores or materials, which can be well spared, and further to put at the disposal of the Telegraph Company Aleutians with their skin boats, certainly not without their consent, and provided the Russian American Company do not urgently want them, for the prosecution of their own business.

For all supplies, request due receipts without asking for payment in cash; the receipts, with your reports, forward with the first opportunity to New Archangel.

Original signed by Acting Governor,

CAPT. L. GAVRISCHEFF.



CORRESPONDENCE WITH THE HONORABLE HUDSON'S BAY
COMPANY IN REGARD TO THE CONSTRUCTION AND MAIN-
TENANCE OF THE "WESTERN UNION EXTENSION, COL-
LINS' OVERLAND TELEGRAPH," THROUGH THEIR SET-
TLEMENTS, FORTS, AND TRADING STATIONS IN BRITISH
COLUMBIA.

WESTERN UNION TELEGRAPH Co., }
SECRETARY'S OFFICE, }
Rochester, N. Y., Oct. 15th, 1865. }

EXCELLENCY:—It most probably is not unknown to you that the rights, grants, and privileges, acquired by Major P. McD. Collins for the construction of an Overland Telegraph to unite America with Europe across Northern Asia have been assigned to this Company. The line is now being constructed under this assignment, and is designated "The Collins' Overland Telegraph, *via* Behring's Strait, Western Union Extension." In order to make this line immediately available, the construction has been commenced at New Westminster, British Columbia, where it unites with the Pacific line already in direct communication with San Francisco and New York, so that we are already in receipt of dispatches from Fort St. James, on Fraser's river, and our constructing parties are pushing on north by way of Lake Babine and Stekeen river.

In constructing the telegraph on through the British Possessions, we shall frequently come in contact with the servants of the Honorable Hudson's Bay Company, with whom we wish to be upon the most friendly terms.

The Honorable Company's ancient commerce extending over those vast regions, and which has been so pre-eminently humane and successful whenever coming in contact with the native population of the country, has elicited the admiration of the whole world; and as we are, in the prosecution of our enterprise, also to be brought into contact with the natives, we desire primarily to solicit the good offices of the Honorable

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Company, and that we may act harmoniously in our intercourse, and foster peace and good will on all sides.

We are not yet positively informed as to the precise route the telegraph will take after leaving the Stekeen river; however, we shall look at the valley of the Pelly and Yukon, as well as to the foot hills of the Cascade Mountains. If we should find it advisable to go so far east as the Pelly and Yukon, we will be brought on a line of your principal posts and forts.

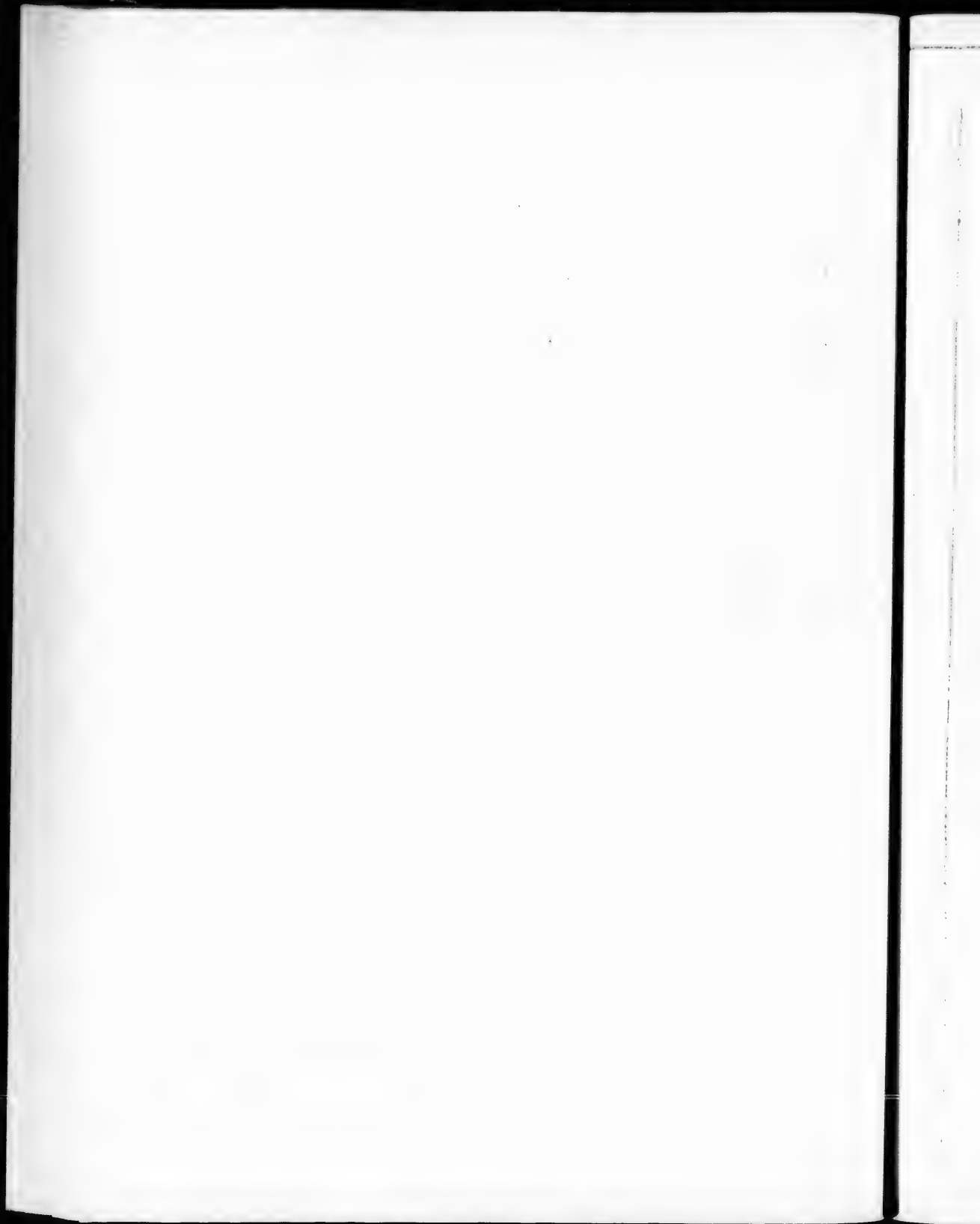
What we desire especially, is, if found agreeable to your Company, that your servants be instructed as to their relations and the terms of intercourse upon which they shall act when coming in contact with the servants of our Company, so that cordiality and a good understanding may subsist.

At Van Couver and in British Columbia, we find that your servants are not prepared to take upon themselves any marked course of action in the absence of especial and positive instructions from headquarters.

It will be very desirable whenever we meet your servants, to have their co-operation and assistance, so far as it may be in their power, without detriment to your service, upon just and proper compensation.

Mr. Kennicutt, one of our chief pioneers, who has been on McKenzie's river and at Fort Yukon, in the service of the Smithsonian Institute, and who is now on his way to the Yukon country by way of Norton's Sound and the Kvitchpack river, writes to us after having communicated with your Company's officers at Van Couver, that it would be especially desirable to have the authorization of the Honorable Hudson's Bay Company directed to the officers of the Company in the McKenzie's river district to furnish our Company with any men they could spare temporarily, and to allow us to engage in that district such officers or servants who may have left, or who may leave the Company's service. Also to provide us, or send to us to the west of the mountains, trained Indian hunters and voyageurs, and to allow us at Fort Yukon the use of the Company's post as a depot and voyaging equipments, tools, merchandize, provisions and labor, such as might be conveniently spared without detriment to the Company's service, and which would either be repaid in kind or at fixed rates of compensation either here or in London. Similar arrangements have been made with the Russian American Company, upon which their officers are now acting, both in Asiatic Russia and Russian America.

In this connection, it may not be uninteresting to state that



we have sent a small steam vessel for the purpose of navigating the Kvitchpack and the Yukon if it be found practicable to ascend so far, and that if the telegraph should be established along or near these rivers we shall use steam wherever available for transportation—not only the vessel already forwarded, but others whenever and wherever found advantageous.

If your Excellency finds these views worthy of consideration, we should be highly gratified with a response as early as may be, so that your servants in those distant regions may act understandingly and as promptly as possible. Our parties are now *en route* for the Yukon and Pelly rivers.

With sentiments of the highest consideration,

I am, with great respect, your Excellency's
Obedient servant,

For the Company,

O. H. PALMER, *Secretary.*

To His Excellency,

SIR EDMUND HEAD,

Governor of Hudson's Bay Company, etc., etc., etc.

*Hudson's Bay House, }
London, England. }*

RESOLUTION OF THE GOVERNOR AND COMMITTEE OF THE
HUDSON'S BAY COMPANY, IN RELATION TO THE CON-
STRUCTION OF THE RUSSIAN AMERICAN TELEGRAPH
THROUGH BRITISH COLUMBIA.

HUDSON BAY HOUSE, }
London, October 31st, 1865. }

"The Governor and Committee are of opinion that it is important to come to such terms with the Telegraph Company, as will enable the Hudson's Bay Company to retain the control over the several stations on the line.

"They therefore authorize the Board of Management to come to a definite arrangement, on fair terms, for the administration of the line at their posts. The terms must be such

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as will afford to the Hudson's Bay Company means for fairly remunerating their own officers for extra labor of this kind, and also must imply no liability on the part of the Hudson's Bay Company for damage or interruption of the line, caused by Indians or accident of any kind."

HUDSON BAY HOUSE, }
London, November 7th, 1865. }

SIR: I have the honor to acknowledge your letter of October 15th, 1865, on behalf of the Western Union Telegraph Company.

In reply I am able to assure you that it is our earnest wish to give every assistance to your Company, and to maintain an understanding of the most friendly kind between that body and ourselves.

In proof of what I say, I here enclose a copy of a resolution which was passed previous to the receipt of your letter.

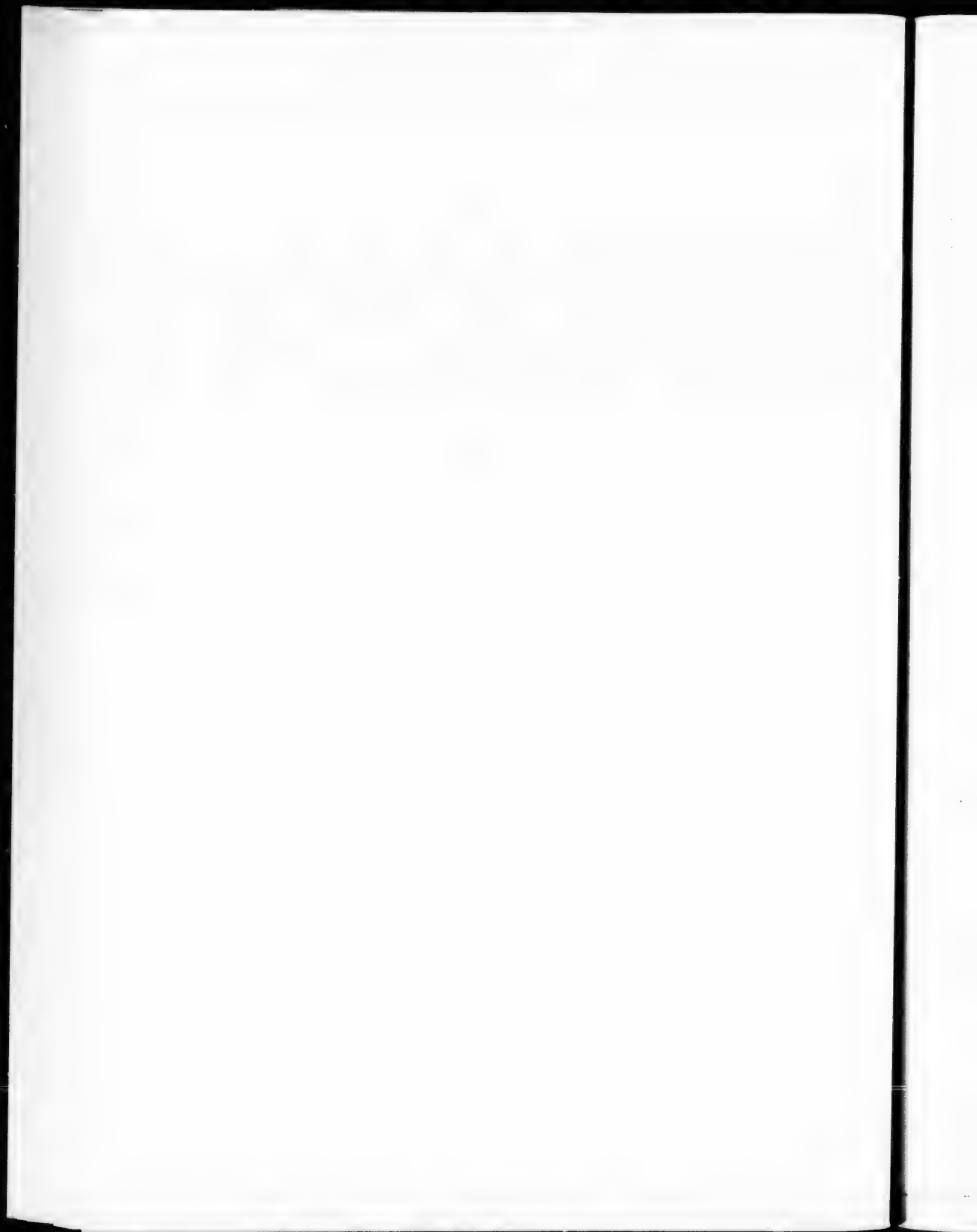
In addition to the instructions conveyed in that resolution, the Governor and Committee will instruct their officers to give every assistance and facility to the Telegraph Company which is compatible with the proper protection of the trade of the Hudson's Bay Company, and the terms of which ought to be embodied in a formal and definite arrangement to be made at Victoria.

I have the honor to be, Sir,
 Your obedient servant,

EDMUND HEAD,

Governor of the Hudson's Bay Company.

O. H. PALMER, ESQ.,
Rochester, N. Y.



LETTER TO LIEUTENANT GENERAL KARSACKOFF, GOVERNOR GENERAL OF EASTERN SIBERIA, ASIATIC RUSSIA, IN REGARD TO A GOVERNMENT OFFICER TO BE SENT UPON THE ROUTE OF THE PROPOSED TELEGRAPH FROM RUSSIA TO AMERICA, FOR THE PURPOSE OF FACILITATING ITS CONSTRUCTION.

New York, September 6th, 1865.

EXCELLENCY—I have communicated to our Company your Excellency's desire to facilitate the construction of our telegraph by sending upon the proposed route of the line one of your Excellency's officers, for the purpose of facilitating and protecting the construction of the telegraph.

The Company desire me to thank your Excellency for this noble and generous mark of interest and favor.

The Company regard this offer with great interest, and most heartily accept of this noble proposition.

Owing to the great distance from the field of operation, and the numerous difficulties of primary organization over such a vast extent of country, we have not been able heretofore to inform your Excellency of the precise action we shall be capable of inaugurating on the Asiatic coast this year.

We have dispatched from San Francisco two steamers and five sailing vessels, which are working their way along the American and Asiatic coast for purposes of general information, and the planting of the initiatory colonies for the survey and location of the telegraph route, and also to procure and distribute as far as practicable the posts and timber for construction.

At present the telegraph is in operation about five hundred miles, along the course of Frazer's river through British territory, and is being pushed forward with vigor. One of our vessels arrived at Sitka in June, (where we have had an agent since last fall,) freighted with wire and all appliances for construction of the telegraph through Russian America.

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We have also sent Mr. Abasa, to Kamchatka, to set on foot necessary explorations there, and to gain what knowledge he can before our Chief Engineer, Colonel Bulkley, arrives, who will first visit Behring's strait before he proceeds to the coast of the Okhotsk and the Amoor. We expect that Colonel Bulkley will establish several depots or stations on the Asiatic coast, sufficiently manned and provisioned to do much towards the construction of the line before next summer.

We have purchased and going on shipboard in London, five thousand miles of wire, which will be delivered along the coast at proper points next spring, ready with all other appliances to put up the telegraph; and our Vice-President, Mr. Mumford, will sail in a few days for London, where the necessary submarine cable will be supplied and ready for next summer.

I have thus briefly stated to your Excellency the main points in our operations as they now stand, without going into detail upon much more that has been set on foot to ensure the early completion of the telegraph.

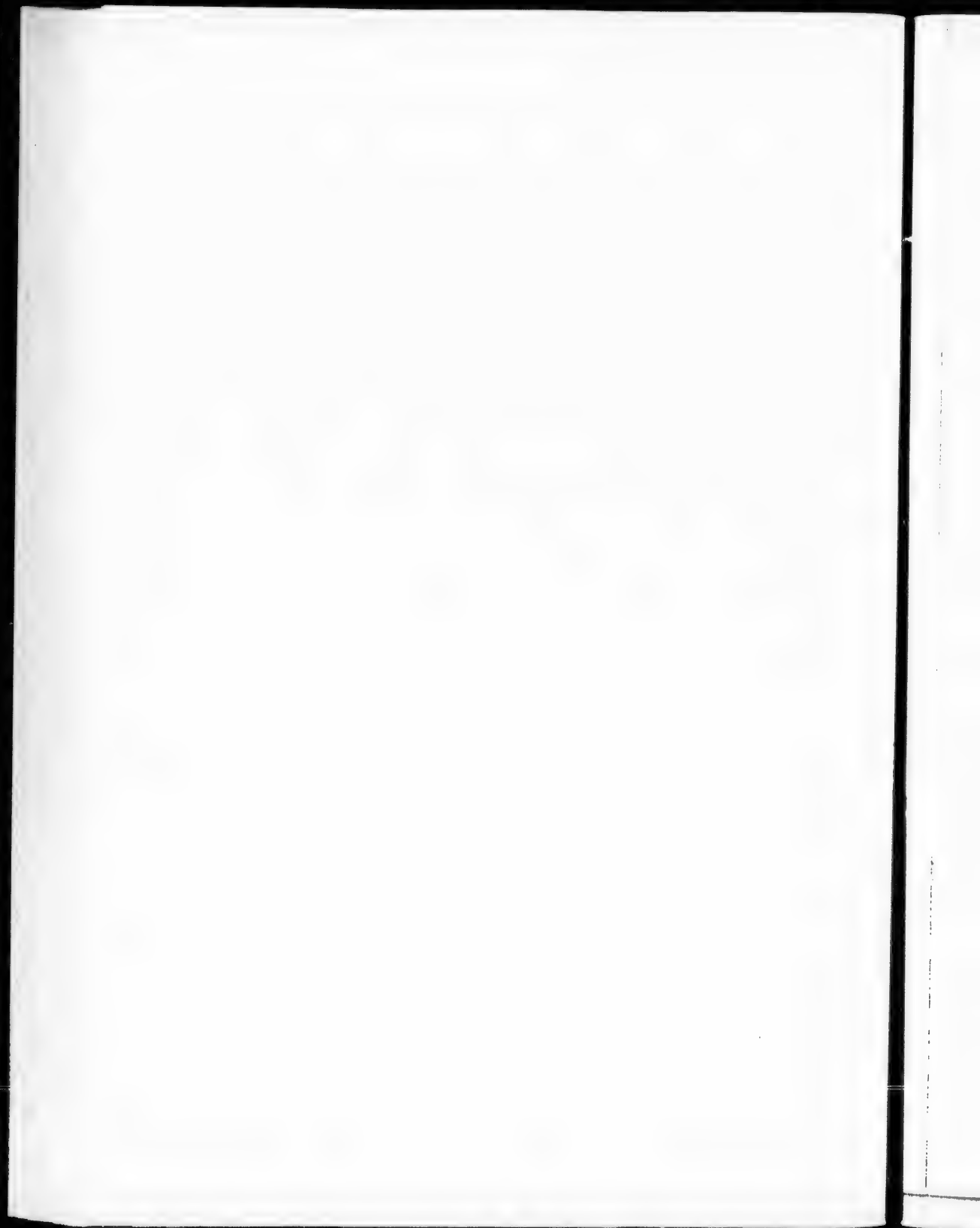
I thank your Excellency for the many acts of kindness extended to me, and trust that the final success of the Russian American Telegraph, will prove that your confidence in me was not misplaced.

I have the honor to be,
 With every consideration of
 Respect and esteem,
 Your Excellency's most
 Obligated and obedient servant,

P. M.-D. COLLINS.

To His Excellency,
 Lieut. Gen'l KARSACKOFF,
 Governor General of
 Eastern Siberia, etc., etc., etc.,
 Irkoutsk, Eastern Siberia, Russia.

P. S. Owing to the illness of Mr. Sibley, former President of the Company, and his absence in Europe, Hon. J. H. Wade, our former Vice-President, has been elected actual President of the Company. Herewith please find telegraph dispatch which was received on the 6th inst.



We are just in receipt of a telegram from New Westminster, the capital of British Columbia, dated on the 5th September, which informs us that the bark "Clara Bell," one of our supply vessels, had arrived there from Sitka, with a cargo of wire, etc. This vessel reports that our steamer with Col. Bulkley and party was at Sitka on the 18th of August, bound for Behring's strait and the Okhotsk.

We are now advised that our steamer the "Wright," will most probably visit Nicolaievska and Ayan, where proper parties will be stationed this year to push forward our enterprise as rapidly as possible. We shall therefore be ready and on the ground by the time the officer your Excellency proposes to send can reach the Amoor or Ayan.

The Hon. J. H. Wade, President of our Company, desires me to express his profound acknowledgments to your Excellency for the great interest taken in the achievement of our telegraph, and feels that your distinguished support and favor will greatly contribute to its success.

P. McD. COLLINS.

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LETTERS FROM HIS EXCELLENCY, GOVERNOR GENERAL
KARSACKOFF, AND HIS EXCELLENCY, I. TOLSTOY, MIN-
ISTER OF IMPERIAL POSTS AND TELEGRAPHS, IN REPLY
TO THE LETTER OF MR. COLLINS IN REGARD TO AN
OFFICER TO BE SENT UPON THE ROUTE OF THE LINE.

RUSSIAN EMPIRE.
IRKOUTSK, EASTERN SIBERIA. }
14
26 January, 1866.

TO MAJOR P. McD. COLLINS:

SIR:—Your letter dated 6th of September, 1865, has been received. In reply, I have the honor to inform you, that in compliance with the wishes of your Company which you represent, I have dispatched an officer attached to my Government, Mr. Paul Anossoff, to proceed upon the line of the Russian American Telegraph, within the limits of my General Governorship.

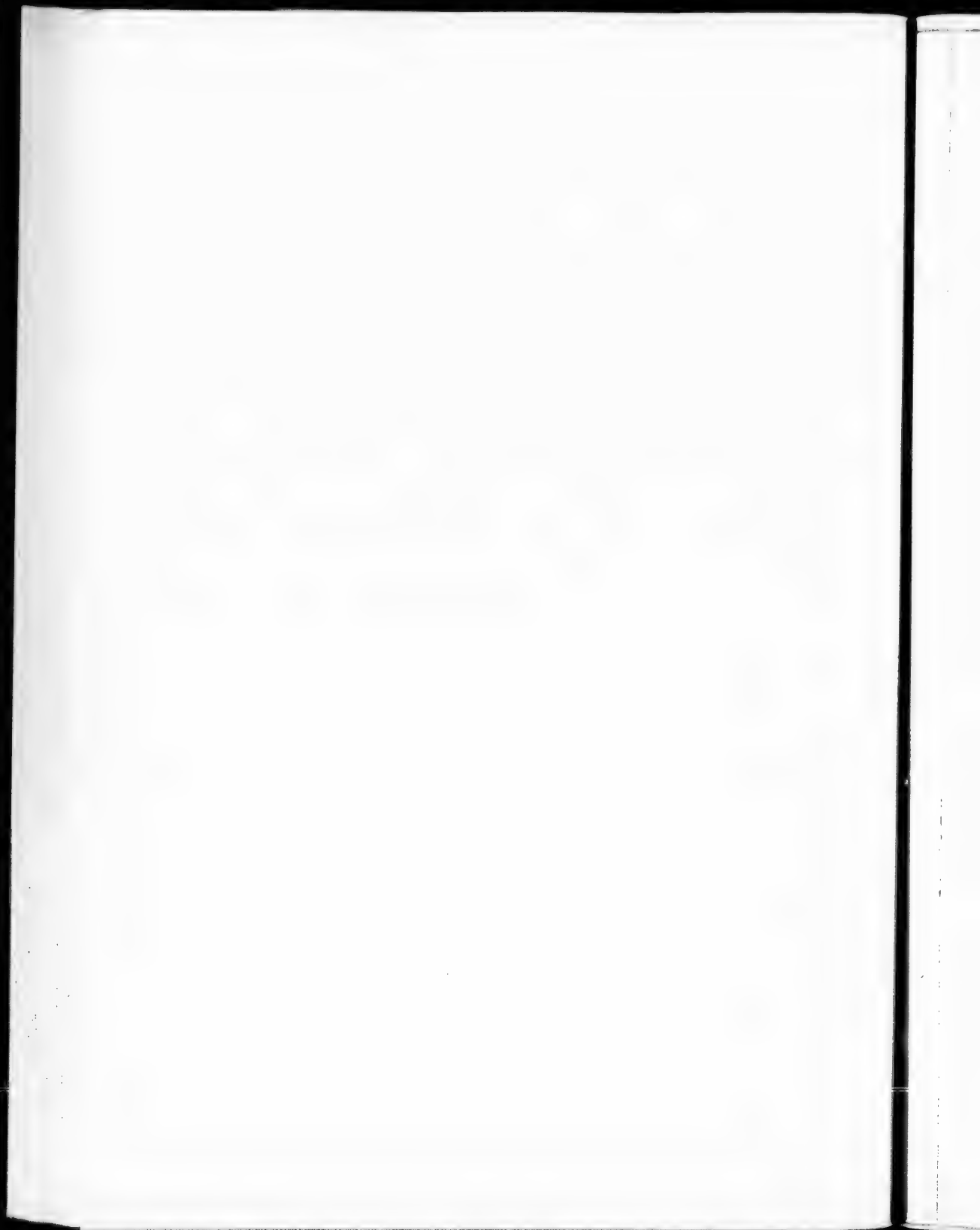
This officer is particularly instructed to render all possible aid to the Honorable Telegraph Company in regard to its proceedings and communications with the local authorities and natives.

Having also learned from your letter, that the Honorable Telegraph Company has already commenced with great energy to realize the design of its vast and most useful enterprise, it gives me great pleasure to express on this occasion, my perfect satisfaction.

At the same time, I pray you to inform the representatives of the Company, that as far as I am concerned, I will use all the means in my power that can possibly accelerate the construction of that section of the Russian American Telegraph which is to be achieved by my Government.

I have the honor to be, Sir,
Your obedient servant,

M. KARSACKOFF,
Governor General of Eastern Siberia.



No. 60.]

St. Petersburg, 8th March, 1866.

TO MAJOR PERRY McD. COLLINS:

New York, U. S. American.

DEAR SIR:—The bearer of this letter, an officer for special commissions attached to the chief administration of Eastern Siberia, Mr. Anossoff, has been dispatched by our Government to the spot where the works for the construction of the Russian American Telegraph are carried on. The instructions given to Mr. Anossoff oblige him most earnestly to employ the utmost vigilance regarding the uninterrupted progress and successful termination of the Western Union Telegraph Company's undertaking within the boundaries of Russia.

I am convinced, that you, sir, as well as the gentlemen chiefly interested in the undertaking, will make Mr. Anossoff acquainted with all the particulars, the knowledge of which may be necessary for him so as to be useful to the Company's undertaking, and to fulfill without any omissions, the duties imposed on him.

Mr. Anossoff has been ordered to forward from time to time full reports on the progress of the works, accompanied by all the details he may acquire, either from personal observation or from those entrusted with the execution of the works, so as to enable our administration to watch their progress at all times, and to have a sufficient notion of those local conditions under which they are carried on.

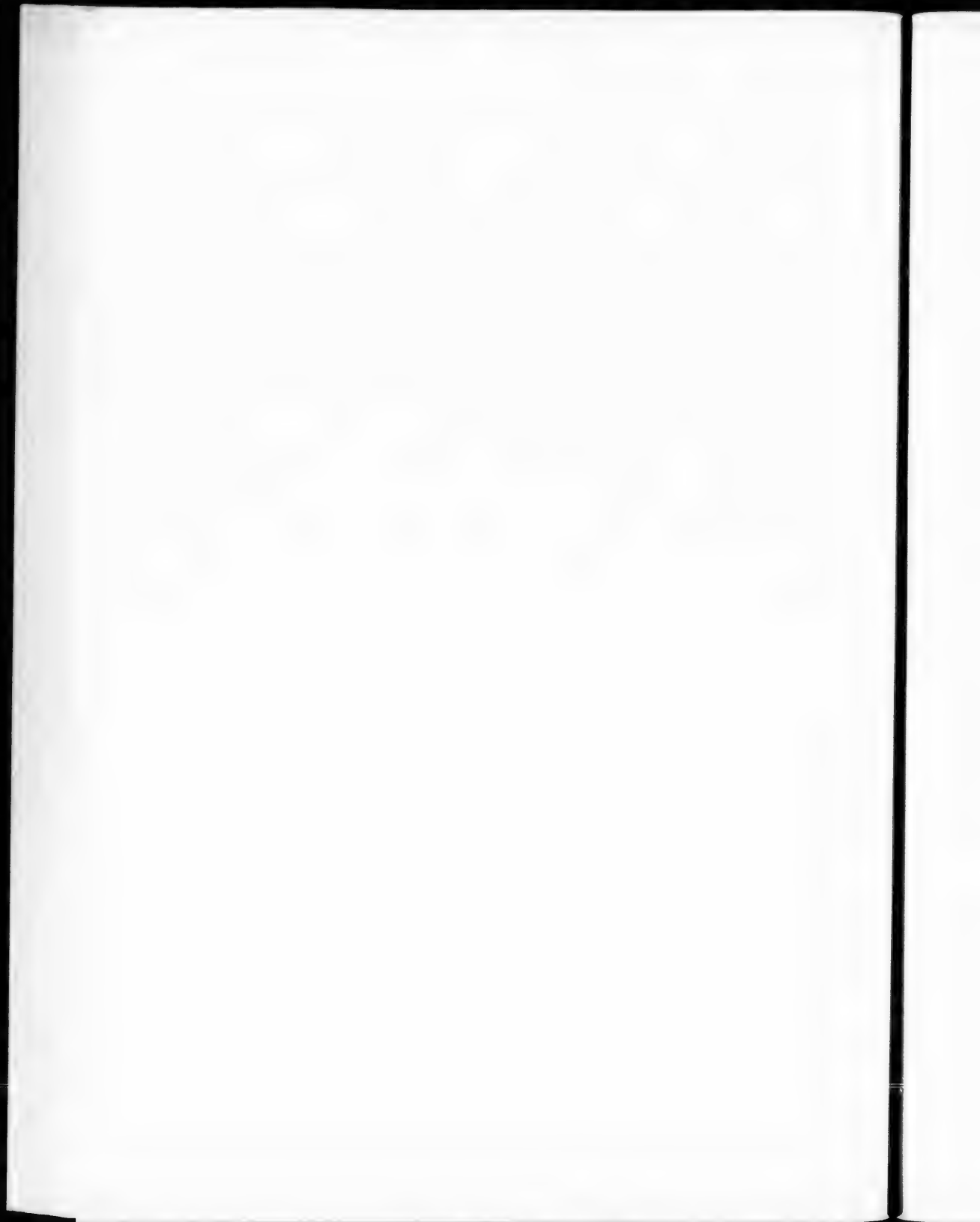
I request you at the same time, sir, to let me have further news either from your own hand or through Mr. Anossoff, and to let such as refer to the direction of the explorations, or to the line itself, be accompanied by detailed maps and drawings.

Believe me,

Dear Sir,

Yours truly,

I. TOLSTOY.



COPY OF VARIOUS ORDINANCES PASSED BY THE COLONIAL
LEGISLATURE OF BRITISH COLUMBIA, IN REFERENCE
TO ENTERPRISES OF WESTERN UNION TELEGRAPH
COMPANY AND OTHERS.

No. 1. *An Ordinance to Amend the First Telegraph Ordinance of 1864.*

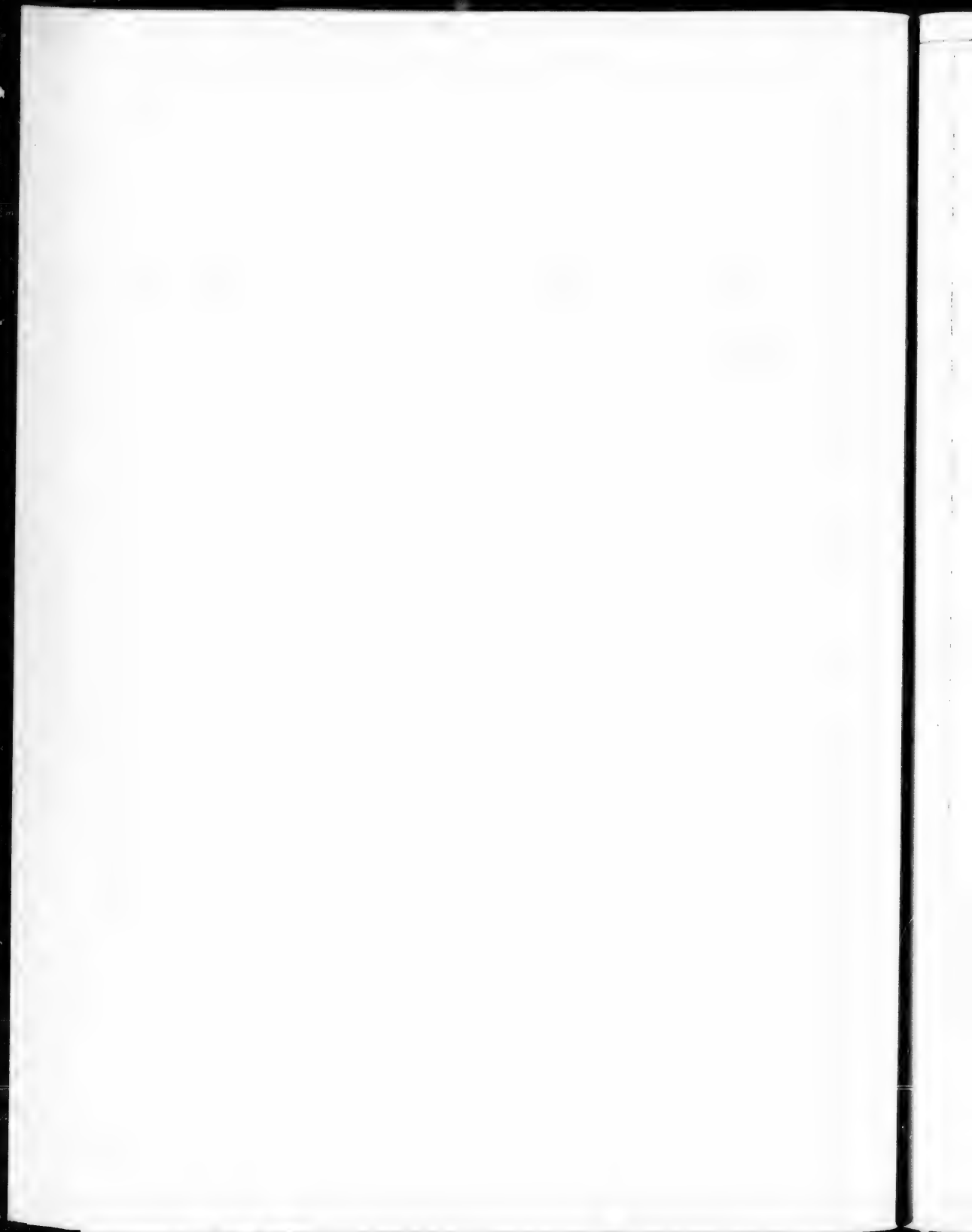
Feb'y 8, 1864. *Whereas*, it is contrary to the policy of Her Majesty's Government to grant exclusive telegraph privileges; and *whereas*, such privileges have been granted by the Legislature of this Colony under the First Telegraph Ordinance, 1864, to the President of the California State Telegraph Company, his successor and assigns—

Be it enacted by the Governor of British Columbia, by and with the advice and consent of the Legislative Council thereof, as follows:

Repeals monopoly granted to California State I. So much of clauses 5 and 6 of the "First Telegraph Ordinance of 1864," as renders or may be construed to render exclusive any of the Telegraphic privileges by that Ordinance conferred on the said President, his successors and assigns, shall be, and is hereby repealed.

Save of other privileges. *Provided*, that the power and privileges by that Ordinance conferred, shall not in any way be prejudiced or affected save as to such exclusiveness.

II. This Ordinance shall be cited as the Telegraph Amendment Ordinance, 1865.



*An Ordinance to encourage the Construction of a 'No. 5.
Line of Telegraph connecting the Telegraphs of
British Columbia with the Telegraph Lines of
Russia, the United States, and other Countries,
and for other purposes.*

Whereas, Perry Macdonough Collins, a citizen of Feb. 21, 1865.
the United States of North America, has obtained
from the Governments of Russia and the United
States the right to make and maintain a line of
Electric Telegraph through their respective terri-
tories—

And whereas, Her Majesty's Government desires
cordially to co-operate with the United States and
Russia in the establishment and maintenance of such
continuous line of International Telegraph—

Be it therefore enacted by the Governor of British
Columbia, by and with the advice and consent of the
Legislative Council thereof as follows:

I. From and after the date of this Ordinance, it
shall be lawful for the said Perry Macdonough Col- Grants pow-
er to make
Telegraphs.
lins, his associates and assigns, to survey; and the
consent of the Government of British Columbia hav-
ing been first obtained for the general direction
chosen therefor, construct and maintain a line or
lines of telegraph from any point or points on the
line of the said proposed International Telegraph in
Russian America, to any point or points on the said Over unap-
propriated
crown lands.
public
streets,
highways.
line in the United States over or across any unap-
propriated and unoccupied crown or tidal lands in
the said Colony of British Columbia and its Depen-
dencies; and along or across any public street or
highway therein (not obstructing such street or high-
way), and to lay down a telegraph cable or cables
along the said proposed line, through or across any
stream, creek, river, strait, bay, gulf, water or water
course within the said Colony of British Columbia
and its Dependencies (but so as not thereby to im-
pede navigation or other public rights), and, with
the consent aforesaid, to have and to hold all such
other rights of way, in connection with the said tele-
graph line over the lands aforesaid, as are necessary
for its construction and maintenance. Waters.

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Power to
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II. There is hereby granted to the said Perry Macdonough Collins, his associates and assigns, the power to make and erect all stations, block-houses and defensive posts, which may, in the opinion of the said Government be necessary for the proper use or defence of the said International Telegraph line against native tribes within the said Colony or its Dependencies.

When Gov-
ernment
may take
possession
thereof.

Provided, that it shall be lawful for the Government of British Columbia, in case of any emergency arising, sufficient in the opinion of the said Government to warrant such action, to take possession of and freely use any such block-houses or defensive posts.

Grants use of
unappropri-
ated Crown
lands.

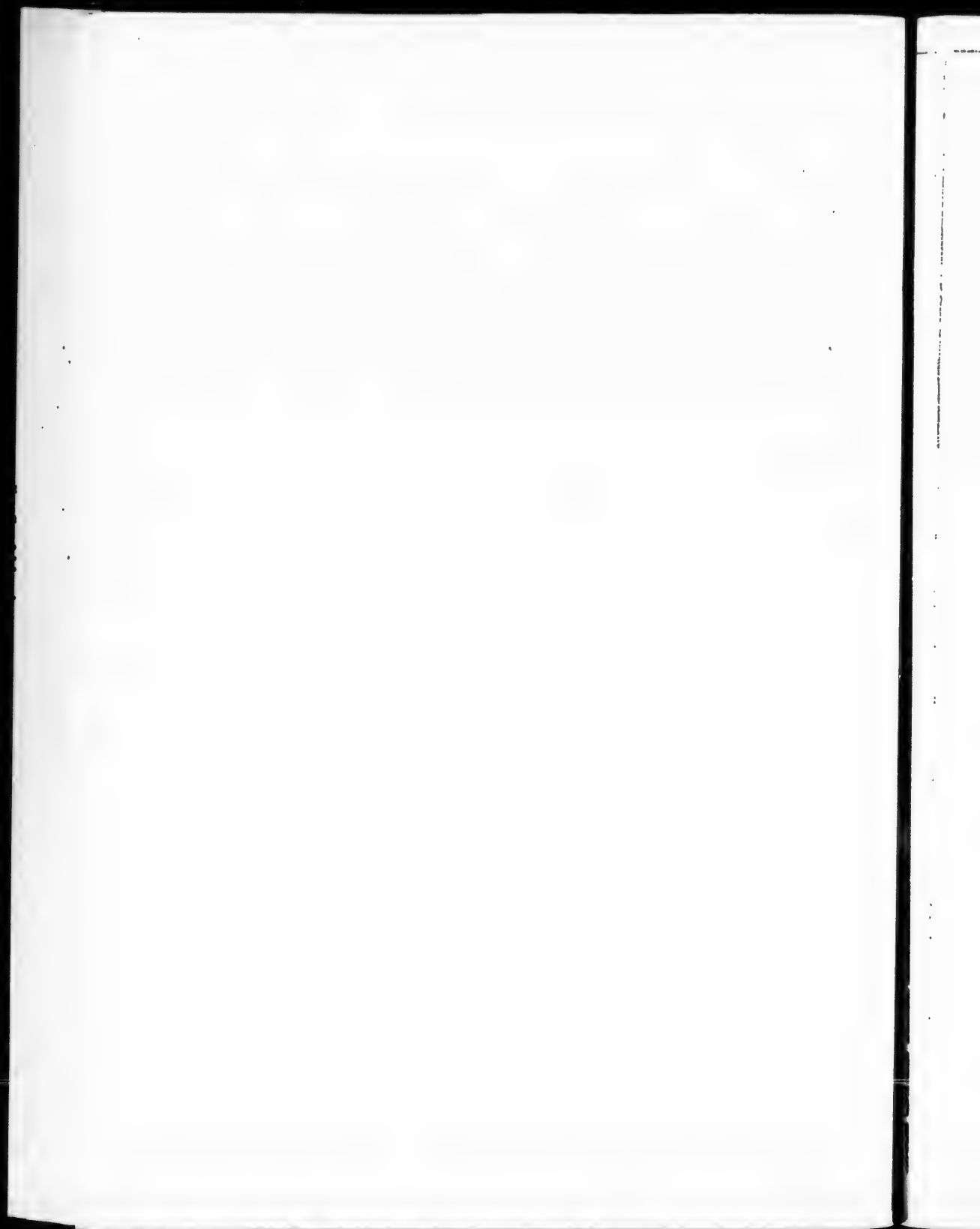
III. And it shall be further lawful for the said Perry Macdonough Collins, his associates and assigns for the purpose of establishing and maintaining such line, and without compensation, to use so much of the unappropriated Crown lands in the Colony not reserved for Indians as may be necessary for such stations, so long only as the same may be used for the said purpose; with full power to the said Perry Macdonough Collins, his associates and assigns, without compensation, to take from such part or parts of the said unappropriated Crown lands in the neighborhood, of the line, as the said Government shall from time to time indicate in that behalf, any wood, timber, stone, sand and lime, for the purpose of making any buildings or works necessary in or for the construction, maintenance, repair or due working of such telegraph or stations, or defensive posts thereof.

And of any
wood, lime,
stone, sand,
&c.

Additional
Act, No. 18,
passed April
3d, 1865, in
reference to
exemption
from tolls.

An Ordinance to exempt certain Articles from Road and Ferry Tolls, and other purposes.

Whereas, it is expedient to exempt agricultural products of home growth from road tolls, and also to facilitate the construction of the International Telegraph by exempting articles used therein from road tolls for a limited period, be it enacted by the Governor of British Columbia, by and with the advice and consent of the Legislative Council thereof as follows:



Paragraph 3. All stores and materials which shall be bona fide used in the construction of the International Overland Telegraph, and for the consumption of the persons engaged in such construction, but not otherwise, will be allowed to pass over the roads or ferries in the Colony which pay tolls to the use of Her Majesty, without paying any such road or ferry tolls. Exempts stores and materials from road and ferry tolls.

Paragraph 4. *Provided* that on and after the completion of the International Telegraph Line in British Columbia—or sooner—the termination of the privileges granted by the International Telegraph Ordinance, 1865, such exemption from toll shall cease. When exemption shall cease.

Paragraph 5. *Provided* also that it shall be lawful for the Governor by any order published from time to time in the Government Gazette, to fix time and vary the extent to which such exemption shall be carried, and the modes by which the same shall be checked for the protection of the revenue. By order of the Governor.

(Signed,) **FREDERICK SEYMOUR,**
Governor.

IV. *Provided* that this grant shall convey a right of use of the said land for the purpose aforesaid, and not a right to the soil which shall remain vested in the crown. No right of soil conveyed.

Provided also that nothing herein contained shall be construed to affect, limit, or abridge the jurisdiction or prerogative rights of the Queen, her heirs or successors over the said lands, or her or their rights of using, selling or otherwise disposing thereof, as far as the same may be done without interfering with the construction or working of the said line. Saving of Crown rights.

V. The said Perry Macdonough Collins, his associates and assigns, are hereby also authorized to construct, and maintain a line or lines of telegraph in the direction so to be settled as aforesaid of the said proposed International Telegraph, over any private lands in the said Colony or its Dependencies, upon the payment of a reasonable compensation therefor, and may, with the sanction in writing of the Chief Commissioner of Lands and Surveyor General, Power to construct Telegraphs over private lands.

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purchase or lease, fence in and occupy any cultivable land or other property in British Columbia, necessary or convenient for stations, or for the maintenance, repair or working of the International Telegraphic Line herein provided for, or for effectually carrying on the telegraphic business in connection therewith, but not further or otherwise.

Term of
grant to be
from pas-
sage of this
Ordinance
to A. D. 1903.

Conditions.

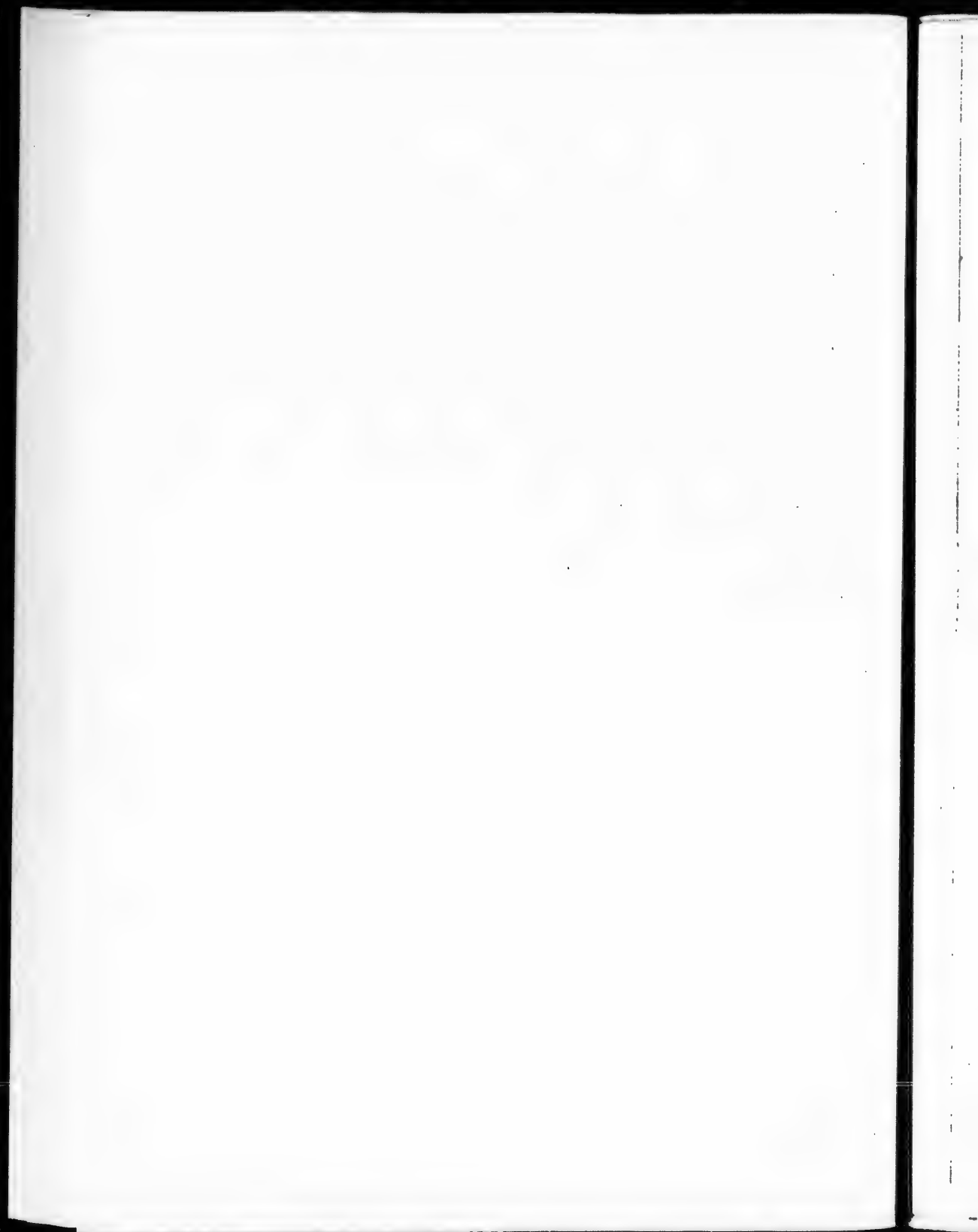
To com-
mence by
1st January,
1867.

To complete
by 1st day of
January,
1870.

VI. This Ordinance is passed, and the rights and privileges herein mentioned are, subject as herein mentioned, granted to the said Perry Macdonough Collins, his associates and assigns, for the term commencing from the date hereof, until the expiration of thirty-three years from the first day of January, A. D. one thousand eight hundred and seventy. Nevertheless, upon and subject to all and singular the express conditions following, that is to say:

(a) That the said Perry Macdonough Collins, his associates and assigns, shall on or before the first day of January, A. D. one thousand eight hundred and sixty-seven, effectually commence the operations necessary for the construction and maintenance of the works of the said International Telegraph Line, in the manner herein provided for.

(b) And shall, on or before the first day of January, A. D. one thousand eight hundred and seventy, complete or cause to be thoroughly completed and put into continuous operation, a continuous line or lines of telegraph, the direction of which shall be settled by the said Perry Macdonough Collins, his associates or assigns, subject to the written approval of the Chief Commissioner of Lands and Surveyor General, from the City of New Westminster, in the said Colony, so as to connect directly with the existing telegraph systems of the United States on the South and the telegraph system of Russia on the North, along the line of the Pacific Coast, so as to place and maintain the said City of New Westminster and the British Columbia system of telegraphs in complete and continuous telegraphic communication with the whole telegraphic systems of the United States and Russia, and all other countries whose telegraphic systems are or may be hereafter brought into connection with any of those countries or places respectively.



(c) And upon this further condition, also, that he and they shall and will, at his and their own expense, and within the time and with the concurrence, and in the manner and subject to the conditions aforesaid, place, construct, erect, and hereafter maintain all stations, block-houses and defensive posts, and other works requisite for the due maintenance and regular working of the said proposed line.

To construct
all necessary
stations,
posts, &c.

(d) And upon this further condition, that the said Perry Macdonough Collins, his associates or assigns, after the said completion and setting in operation of the said line, shall not fail (unless prevented by repairs, storms, breakages of cables, or other unavoidable accident,) for any continuous period of one calendar month during the said term, to keep the said through International Telegraph Line in working order and open for public use, between New Westminster and the said United States, to the eastern coasts thereof and Russia, and the other lines in connection with the said International Line.

To keep up
constant
telegraphic
communication,
save
when prevented by
accident.

(e) And upon this further condition, that all dispatches and messages that shall be sent by or on behalf of Her Majesty's Government and the Government of British Columbia, shall have precedence over all other dispatches whatsoever along the said proposed International Line within the said Colony and its Dependencies.

Government
messages to
have precedence
in the
Colony.

(f) And upon this further special and express condition, that the general arrangements of the said telegraph throughout the said International Line, from end to end, and in whichever hemisphere, and of all such other lines as may be or come in connection therewith, shall be such as to place English, Russian and United States messages upon an equal footing in regard to the use of the said International Telegraph.

English,
Russian,
and United
States
messages to
be on an
equal footing.

VII. On failure of the said Perry Macdonough Collins, his associates or assigns, effectually to commence and complete the said International Line contained within the said Colony and its Dependencies, within the respective times, and in manner herein mentioned, and to fulfill and keep all and singular the conditions in this Ordinance specified, the powers, rights and privileges hereby granted shall cease

Forfeiture in
default of
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conditions.

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and determine, and this Ordinance become absolutely void.

Rights of
grantees as
to sending
messages.

VIII. Upon the completion of the said International Telegraph Line, herein before more particularly mentioned and described, within the time and manner, and subject to the several conditions in this Ordinance specified, there is hereby granted to the said Perry Maedonough Collins, his associates and assigns, the right of sending and receiving messages by telegraph, and making a reasonable charge for the same, subject as herein mentioned, between any place within the said Colony, and to and from Russia and the United States, or any other countries or place beyond the limits thereof respectively, for the period of thirty-three years, from and after the said first day of January, A. D. one thousand eight hundred and seventy.

Charges.

No exclusive
rights granted.

IX. This Ordinance shall not be construed to prevent or in any manner interfere with any other line or lines of telegraph whatever, nor to limit the right of any person, corporation or company, fully to establish and work any other telegraph line or lines any where within, to or from the said Colony, either in or not in connection with the said International Line.

Government
may connect
civil and
military
posts by
telegraph.

X. The Government of British Columbia shall at all times have the right to connect the said line or lines by telegraph with any military or civil posts of Her Majesty's Government, and to use the same for Government purposes.

Subject to
the priority
of Govern-
ment, the
line to be
open to the
public.

XI. Subject to the right of prior use by the Government, as aforesaid, the said line or lines shall be at all times open to the public, and to any Telegraph Company, upon the payment of the regular charges for transmission of dispatches, and (save as aforesaid) all dispatches received, shall be transmitted over the said line or lines in the order of their reception at any Telegraph Office connected with the said line; and the answers to the said dispatches shall be delivered as may be directed by the senders.



XII. The rate of charges for public or private messages, on the line or lines, shall not exceed the usual average rates in Europe and North America for the same service, or such rates as shall be ascertained and fixed by a convention between Great Britain, Russia and the United States.

XIII. The Company to be formed by the said Perry Macdonough Collins, his associates or assigns, to carry on the undertaking hereby authorized, shall be duly registered and incorporated as a Joint Stock Company, under the laws of the Colony in that behalf, upon or before the effective commencement of the said telegraph works.

The Company to be registered.

Repeated See Ordinance No. 22 hereto annexed.

XIV. If any person shall wilfully or maliciously cut, break or throw down any telegraph-pole, or any tree or other material used in any telegraph line or lines herein authorized to be constructed, or shall wilfully or maliciously break, displace or injure any insulator in use in any such telegraph line, or shall wilfully or maliciously cut, break or remove from its insulator, any wire used as a telegraph line, or shall wilfully or maliciously cut, break, molest or injure, any submarine telegraph cable used or intended to be used in any such telegraph line, or shall, by the attachment of a ground wire, or by any other contrivance, wilfully destroy the insulation of such telegraph line or interrupt the transmission of electric current through the same, or shall in any other manner wilfully destroy, injure or molest any property or materials appertaining to any such telegraph line, or shall wilfully interfere with the use of any such telegraph line, or obstruct or postpone the transmission of any message over the same, or procure or advise any such injury, interference or obstruction, the person so offending shall be deemed guilty of a misdemeanor, and be liable upon conviction before any Justice or Justices of the Peace, for every such offense, to be punished by fine, not to exceed one hundred pounds, or imprisonment, not to exceed six months, or by both such fine and imprisonment, in the discretion of the said Justice or Justices, and shall moreover, be liable to the owners of the said telegraph line, for three times the amount of all loss

Malicious injury to telegraph a misdemeanor.

How punished.

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and damage sustained by reason of such wrongful act.

Telegraph
materials
admitted
duty free.

XV. Subject to the due observance by the said Perry Macdonough Collins, his associates or assigns, of the conditions and provisions of this Ordinance. The wire, submarine cables, and materials necessary and bona fide intended for the construction, maintenance or repair of the said telegraph line or lines, (of which the Collector of Customs, or officer deputed by him in that behalf, shall be final and sole judge,) shall be admitted free of duty at any port of entry in British Columbia, up to the first day of January, A. D. one thousand eight hundred and seventy.

Special ports
of entry may
be appoint-
ed.

XVI. To facilitate the operations of the said Perry Macdonough Collins, his associates and assigns, in the International work aforesaid, it shall be lawful for the Government, by an order published in the Government Gazette, to appoint any port or ports, place or places in the said Colony or its Dependencies, for the entry duty free of the wire, submarine cables and materials mentioned in the preceding clause, and to allot ample and exclusive room there for storing the same, but with under and subject to such precautions and restrictions for the protection of the Revenue as the said Government may from time to time deem expedient.

XVII. This Ordinance shall be cited as the "International Telegraph Ordinance, 1865."

Passed the Legislative Council, this 26th day of January, A. D. 1865.

(Signed,)

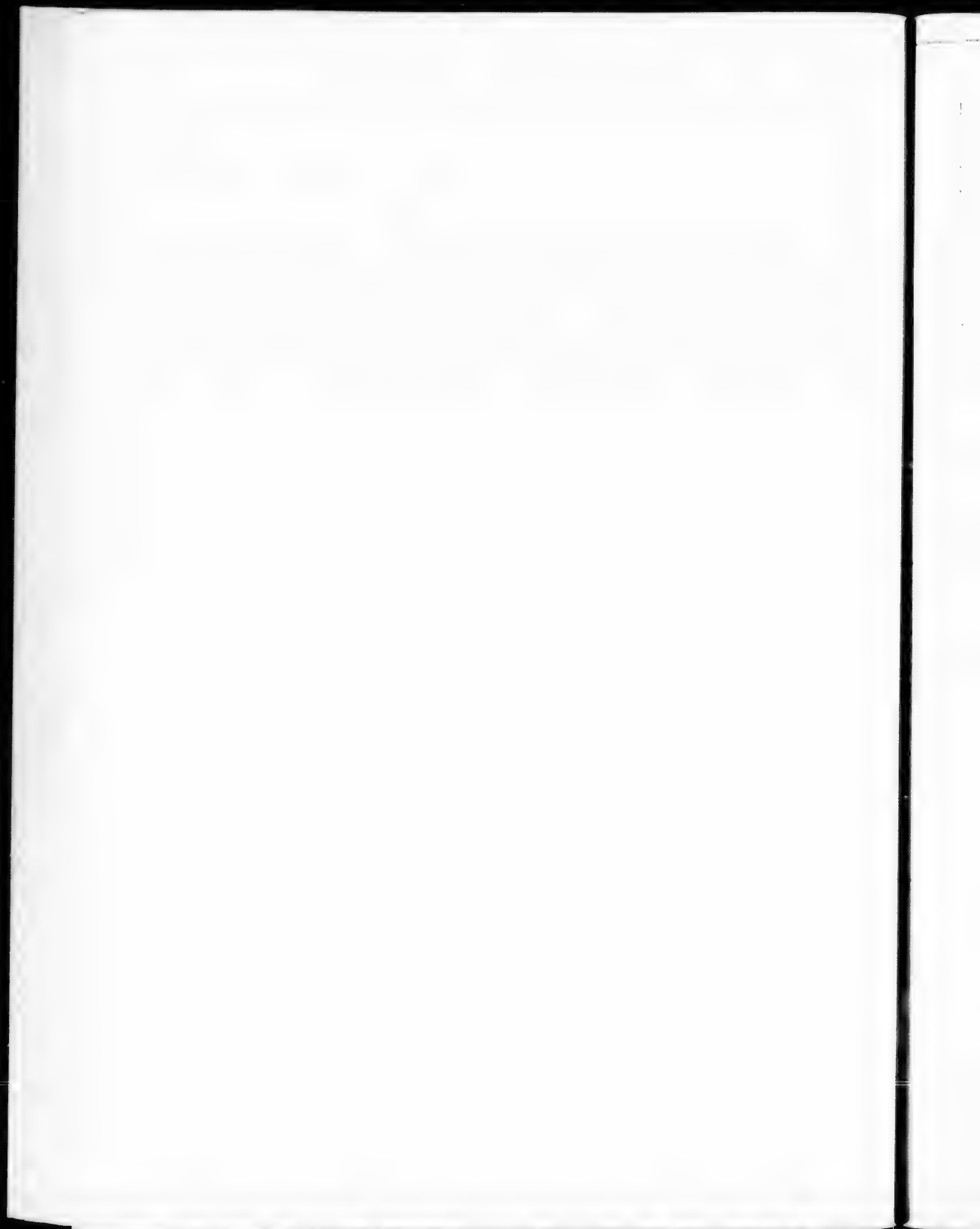
ARTHUR N. BIRCH,
Presiding Member.

CHARLES GOOD, *Clerk.*

Assented to in Her Majesty's name, this twenty-first day of February, 1865.

(Signed,)

FREDERICK SEYMOUR,
Governor.



AN ACT IN RELATION TO JOINT STOCK.

An Ordinance further to facilitate the construction No. 23
of the Overland Telegraph, April 11th, 1865.

Whereas, Perry Macdonough Collins, has transferred all his right and interest in the Overland Telegraph, and in the privileges conferred by the International Telegraph Ordinance, 1865, to the Western Union Telegraph Extension, and it is expedient to grant to such Company further privileges and immunities for the construction of the said Telegraph, and to alter and extend the International Telegraph Ordinance, 1865—accordingly be it enacted by the Governor of British Columbia, by and with the advice and consent of the Legislative Council thereof, as follows:

I. Section XIII. of the said International Telegraph Ordinance, 1865, is hereby repealed.

II. The said Western Union Telegraph Extension Company, shall be incorporated in this Colony, and be capable of suing and being sued by that name as a Corporation in all Courts in this Colony, and shall have a common seal bearing the said corporate name, cognizable in all such Courts.

III. Such Company shall have and maintain during the term of the said Ordinance a head office at New Westminster.

IV. Every delivery of a document, or notice to such office, effecting or relating to the said Company, shall be a good and sufficient delivery, and notice according to the tenor thereof, upon such Company, for all purposes whatsoever.

V. This Ordinance shall be cited as the International Telegraph Extension Ordinance, 1865.

Passed the Legislative Council, this eleventh day of April, A. D. 1865.

(Signed,)

ARTHUR N. BIRCH,
Presiding Member.

Assented to in Her Majesty's name, this eleventh day of April, 1865.

(Signed,)

FREDERICK SEYMOUR,
Governor.

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REPORT OF COL. C. S. BULKLEY, ENGINEER-IN-CHIEF OF
THE "WESTERN UNION EXTENSION, COLLINS OVER-
LAND TELEGRAPH."

STEAMER GEO. S. WRIGHT. }
Victoria, July 25th, 1865. }

TO THE EXECUTIVE COMMITTEE,
Rochester, N. Y.

GENTLEMEN:—Since my last report, the building parties have been pushing steadily forward up Fraser's river—the British Columbia and Siberian explorations started—vessels purchased and fitted for our service—teams, wagons, arms and supplies procured—contracts for poles entered into—with general preparation and organization for the future, &c. The delay and expense occasioned by the unwilling disposition of the Navy Department to favor us has been the source of great annoyance, and leaves us very late to prosecute the work I proposed in high latitudes during this summer.

Mr. Conway, on the Fraser's River Line, has four hundred miles of poles on the ground, two-thirds of which are up, and the line being rapidly finished with wire—that part between the Cascade Mountains and New Westminster, probably the most difficult to build of our whole line, is nearly finished, and the cable is already laid across Fraser's river. The long passage of the Milton Badger with material and stores, has delayed him considerably in his work. This summer he will forward supplies to Babine Lake, preparatory to winter work, and will also endeavor to open lines of communication through the Skeena and Nass rivers, intersecting our route well north.

The British Columbia exploring party, numbering thirty men, with forty pack mules, properly supplied, are ordered to divide for side explorations, especially of our lines of water communication, as the greater part of these men and mules will return to the head waters of Fraser's river before winter, and only a few go forward to Fort Yukon. The party is made up of voyageurs and Hudson Bay Co. employees, in charge of Mr. D. T. Rothrock, Robert Birnie, and Frank Pope. When last heard from they were above Fort Alexander, pushing towards the Dease House, establishing depots and arranging



with the Indians for supplies. Birnie is an old Hudson Bay man, a native of the country, and has had more experience upon our proposed route than any man on this coast.

The Siberian party, consisting of Serge Abasa in charge, with an engineer, and four others, sailed on the Russian brig "Olga" for Petropauloski and mouth of the Amoor river with supplies, prepared to make a reconnoissance of the route and immediately commence the work by collecting poles on any portion determined. Mr. Abasa should go first to the mouth of the Amoor that he may confer with the head quarters of the Government of the sea coast provinces and procure from the Governor the proper orders to subordinate officials. One or more of his party will be left at Petropauloski and proceed north to Anadyrsk in order to make preparation for the party from Behring Sea, *via* the Anadyr river.

I have purchased the barques Palmetto and Golden Gate, and the steamer Geo. S. Wright for the Company, but was obliged to have bills of sale made to myself, as agent, in order to get the proper papers executed at the custom house. The Palmetto is on her passage to Emma Harbor in Behring Sea, laden with coal; the Golden Gate is at sea bound to Sitka, laden with stores, and I have the steamer Geo. S. Wright here. The schooner Milton Badger is here also, having been repaired in Victoria and loaded with coal and stores, will sail for Anadyr Bay. The barque Clara Bell is probably at Sitka, and will when I arrive, sail for New Westminster with the wire and supplies that she has for Conway's division. The first three vessels have been fitted for our peculiar service and supplied at San Francisco, and all are saleable at a price equal at least to that paid.

Mules, harness, wagons, tools, commissary stores and arms have been purchased for building and exploring service. These purchases were made necessary by the long passages of our vessels from New York.

For the country near Behring Strait that is destitute of timber, it will be necessary to furnish poles, and I have contracted for a quantity to be sawed at the mills on Puget Sound this summer, and piled, so that they may be well seasoned and light in the spring.

My organization is military in its character, requiring officers and men both in the land and marine service to wear uniform, without cost to the Company; and our system of accounts is similar to the Quartermaster's Department of the Army. With the local inhabitants and Indians I find such an organization desirable, and one which can be controlled much more satisfactorily than any other.

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The most expensive part of our line will be through the gold bearing region of British Columbia; once out of that we find more industrious Indians and can carry in whites with less extravagant ideas of the value of labor. In Siberia the cost of construction will be small.

We should have in the spring as early as April 1st, at San Francisco, a good steamer of not less than six hundred tons burthen; she should have large spars and sails, be a light coal-burner, and if possible, with a propellor that will unship and hoist up.

I trust that all my material will be here early, and that the delay of this will be more than balanced by early movement in the next year; it is possible that this detention has been a "blessing in disguise," thereby escaping the Shenandoah.

Wm. B. Hyde, a civil engineer, I have chosen as my first assistant; he will be thoroughly conversant with my plans and the general direction of the enterprise, and is now on board of the Golden Gate in charge of the land parties, destined for the Behring Strait region.

Edward Conway, now in charge of the Fraser's River division is energetic, active, intelligent, and in every respect worthy of your confidence and esteem.

In securing the services of Mr. Abasa, I believe we are very fortunate; his knowledge of the people, language, customs, laws—and his interest in the work, together with the position of his family in Russia, are all of the utmost importance; and I purpose in the future, with a proper corps of assistants, to give him charge of the work in Siberia.

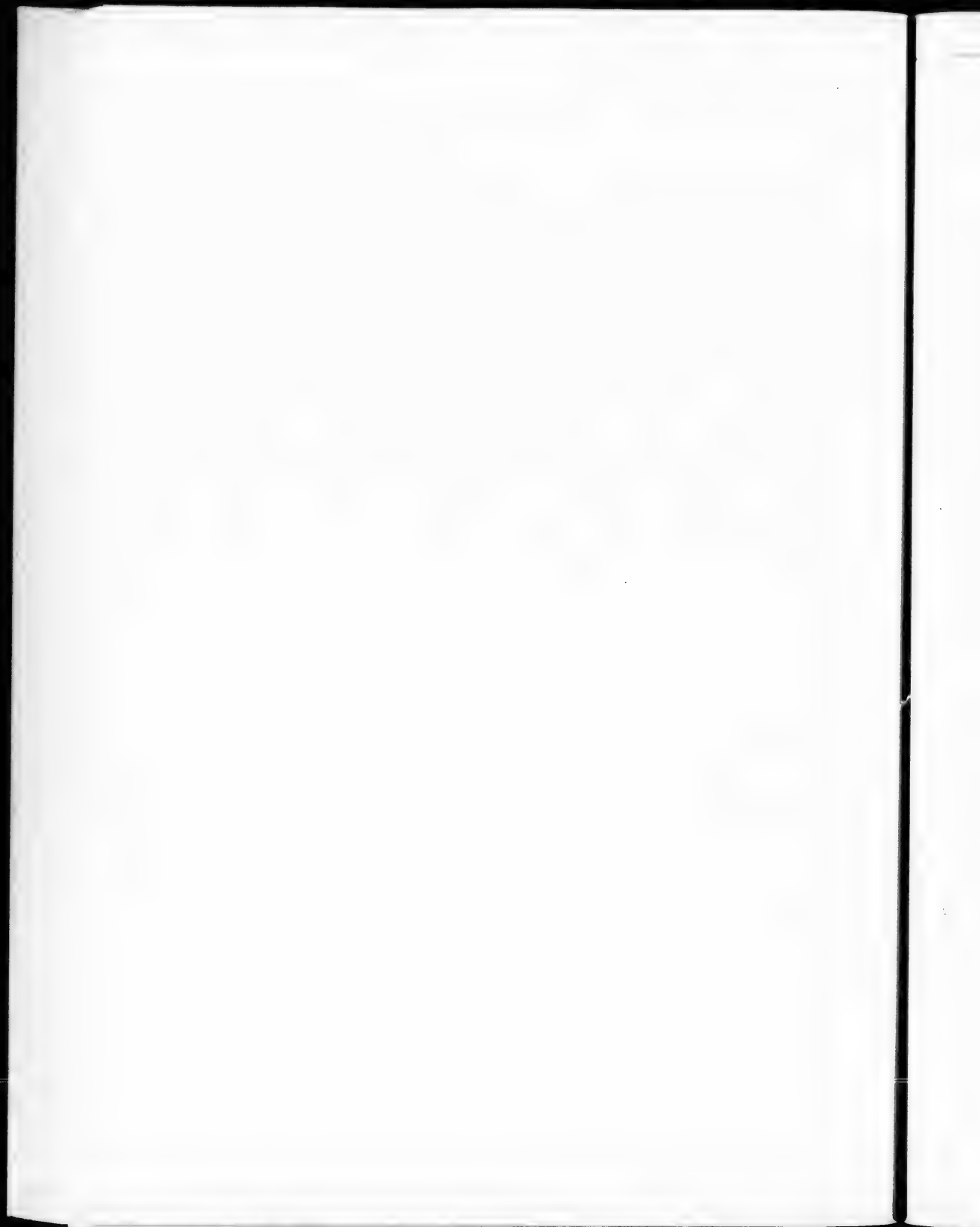
I intend if possible, in the short summer left me, to explore the country from the head of Grantley Harbor to Norton Sound on the east side of Behring Strait, and from the head of St. Lawrence Bay to Anadyr River on the west side, also to make soundings out of these bays and across the northern parts of Behring Sea. A party will go up the Anadyr River to connect with Abasa, and another up the Kvitchpack towards Fort Yucon, and if possible during the winter, to push down to the head waters of Fraser's River. I shall also examine the country around the head of Norton Sound and establish depot with supplies at Fort St. Michael for the purpose of winter explorations. We are late and have been detained by causes beyond my control, but of ultimate success you may feel assured.

I am, very respectfully,

Yours obediently,

CHAS. S. BULKLEY,

Engineer-in-Chief.



WESTERN UNION EXTENSION, RUSSIAN AMERICAN TELEGRAPH.

INTERESTING REPORT OF COLONEL BULKLEY.—THE ROUTE
ADOPTED AND THE WORK PROGRESSING.—WITH THE
REPORT ARE COMPLETE MAPS, MADE BY COL. BULKLEY,
SHOWING THE ROUTE SURVEYED AND THE LOCATION OF
THE POINTS NAMED.

San Francisco, Dec. 18, 1865.

Since my last report, dated at Victoria, our ships have been engaged in transporting materials, supplies and parties for exploration of the country through which our lines will pass on both continents, examining harbors and coast lines, locating cable crossings, and, so far as possible, determining the route of these lines. Mr. Conway, in charge of the Fraser's river division, has been delayed in building, owing to late arrival of materials, but has finished four hundred and fifty miles of line. I believe that the exploration committed to him, with the establishment of depots and distribution of supplies, has been fully and satisfactorily completed. In a brief message he states that "up to fifty-seven degrees north latitude there is nothing to prevent building the line."

The rendezvous of our vessels at Sitka was necessary in order to distribute supplies, which were in the Clara Bell; also to divide and dispatch our parties for their destinations. The far advanced summer left no other course; and in order to examine the most northern points myself, I determined to take the steamer George S. Wright and assist the other vessels, by towing as far as possible, at the same time furnishing them orders in regard to future movements, in case we should accidentally be separated or I should designedly leave them.

Mr. Kennicutt, dividing his party, will explore the country between the Kvitchpak, in latitude sixty-five degrees north, and the head of Norton Sound; at the same time push his

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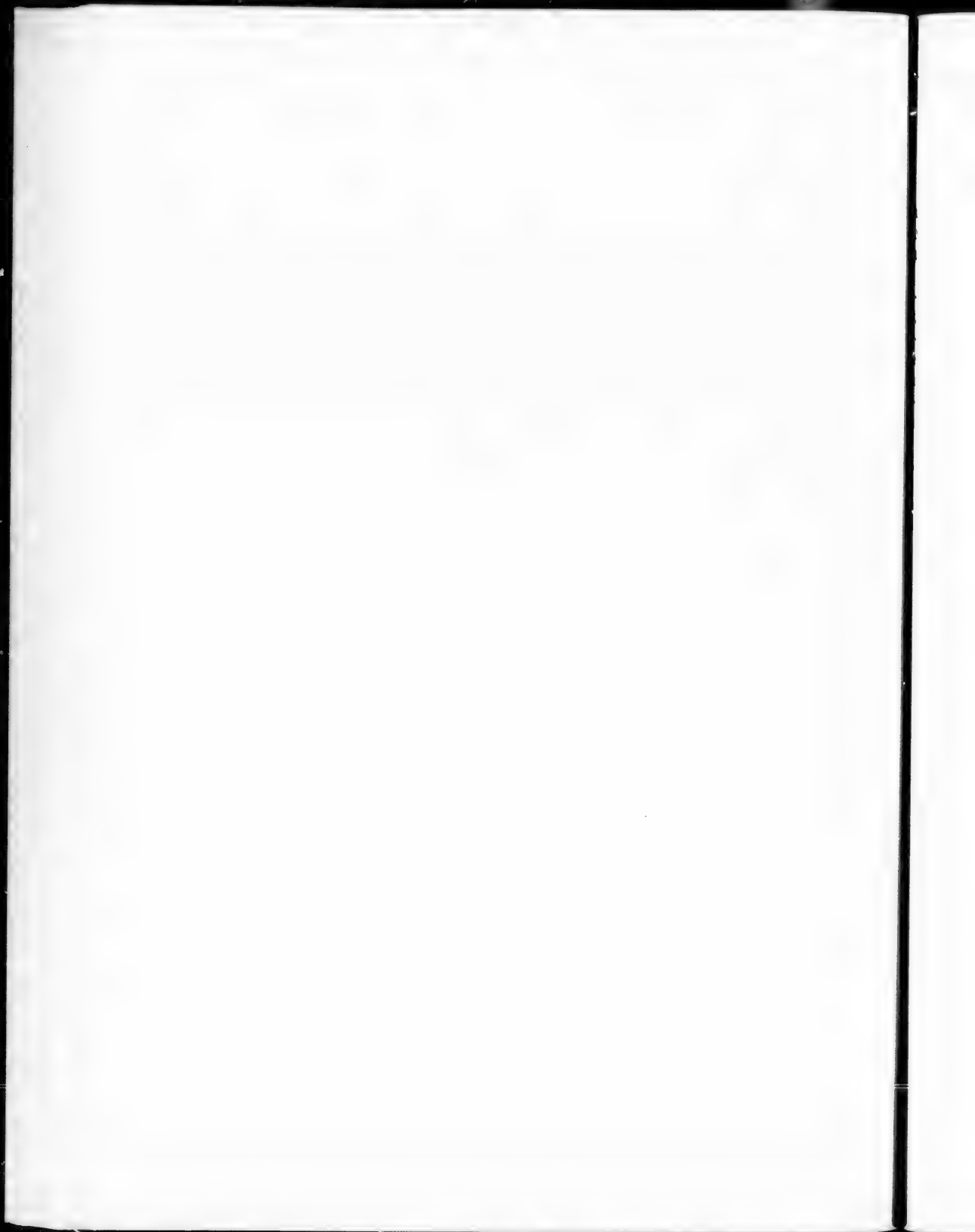
the steamer up the river until stopped by ice; then with dogs and sledges reach Fort Yukon, and penetrate to the southward, forming a junction with the British American explorations.

To insure his safety in this last work, I ordered Mr. Conway to establish a depot on Babine Lake, which is done. At St. Michaels we found reliable testimony in regard to Kvitchik and Yukon being the same river and a large navigable river filled with islands. Sand bars block its passage in many places to all except light draft boats, but this was probably observed in only one of the many passages in which this great river winds through the islands in its course.

From evidence since received it is certain that the most southern mouth of this river has an entrance from the sea, with ten feet of water on the bar; and every thing indicates the existence of still better channels through which such a large volume of water must be emptied into Behring Sea. From St. Michaels the Russians go in its most northern mouth with boats drawing four feet. Large quantities of drift wood come down with its current, landing on the shores of Behring Sea and Norton Sound, furnishing the trading post of St. Michaels with their only fuel.

This part of Russian America is low and rolling, but to the south are high mountains—spurs of the great coast range that stand like a wall on the whole coast, following the peninsula of Alaska, and forming the Aleutian Islands. North of this island chain Behring Sea is filled with alluvium poured into it by the rivers, making it comparatively shallow, while the southern side falls abruptly into the depths of the Pacific Ocean. The harbor of St. Michaels is exposed to the north and unsafe in heavy gales from that quarter. The coast northward is low, rolling and without timber up to Cape Nome; west of this, precipitous, but not high, which continues to near the entrance of Port Clarence.

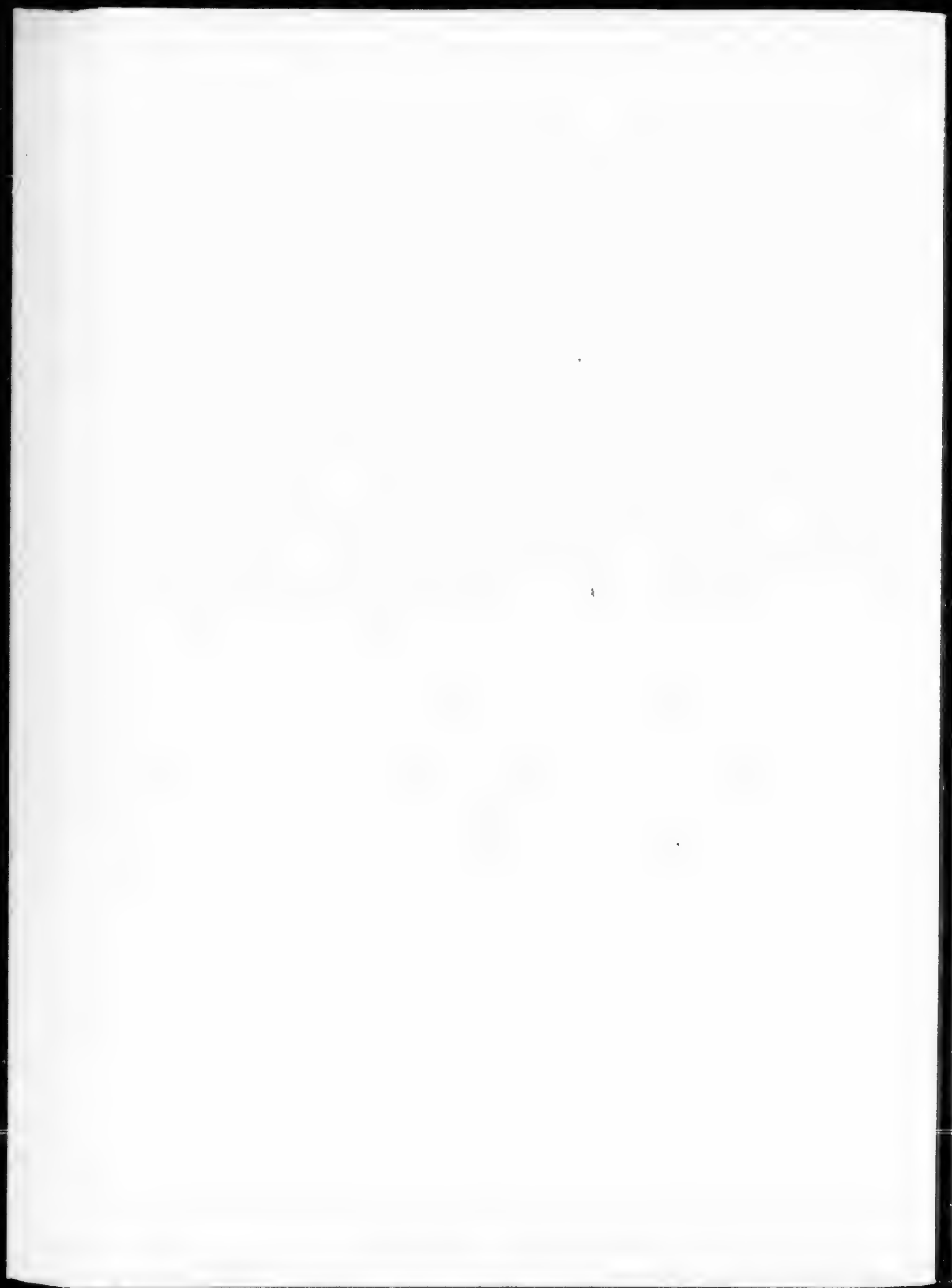
This fine bay has a good entrance, with ten fathoms of water and mud bottom; opening into its eastern side is Grantley harbor, smaller in extent and completely landlocked, proving a good landing for our cable, and the most practicable and safe one on the American side of Behring Strait. The country is of the same general character as that bounding Norton Sound on the east, without timber and covered with a heavy growth of moss, thrown up by the frost in large bunched masses; below this the earth is thawed about ten inches and beneath frozen solid. Small stunted bushes, bearing berries like wild currants and whortleberries, are the only approaches to trees in this region.



St. Lawrence and Meehigme bays, on the Asiatic coast, proved unsafe for our purpose; shoal water and exposure to southeast gales, driving ice packs in deep masses on the shores, would destroy any cable; both bays were full of old ice, which extended in broken lines ten miles at sea, and through which we worked our way with considerable difficulty. Seniavin Strait offers all the protection necessary, with good bottom, deep water and safe landing in Penkegu Gulf or Abolesher bay, and from this strait to Grantley harbor the bottom of Behring Strait is mud, sand and gravel, averaging about thirty fathoms in depth, and distance between proposed landings one hundred and seventy-eight miles. The Siberian side is more mountainous, without timber and but little moss, except in the valleys. The great masses of sienite that rise in sharp, rough outline at their summits are torn and pushed by the congealing water in every crevice until the avalanche of rock comes thundering down to the valley, and lies a gentle slope against the mountain side, and in this way these mountains are sinking to hills and the masses crumbling to atoms in the intense cold. Valleys wind between them, sometimes partially filled with this debris, but through which we find passage for our land line. The ground is thawed to an average depth of three feet, probably owing to the absence of the thick moss covering of the American side.

In Port Providence, or Plover bay, we found our bark *Palmetto*, from which vessel we coaled, and ordered her direct to San Francisco. On September 26th the *Golden Gate* arrived from St. Michaels, reporting all of Mr. Kennicutt's men, supplies, &c., landed, and the party, in good spirits, about starting up the Kvitchpaek river. I ordered Captain Seamon to Petropaulski, to communicate with Mr. Abasa, in case we should get frozen in the Anadyr river, as winter seemed fast approaching. Already the lower hills were covered with snow, and ice was closing the upper part of the bay.

This is a good harbor, bounded by mountains, with deep water and mud bottom. The coast line west rises in perpendicular cliffs, with serrated and ragged outline, and no available harbors east of Cape Spanberg. The harbor that we find directly west of this cape has its entrance between perpendicular cliffs, but at its head a good beach slopes into the water, with low, rolling country stretching to the eastward. In the distance, north, high mountain ranges covered with snow show their ragged outline. A sand and mud bottom, with water averaging about thirty fathoms in depth, continues across



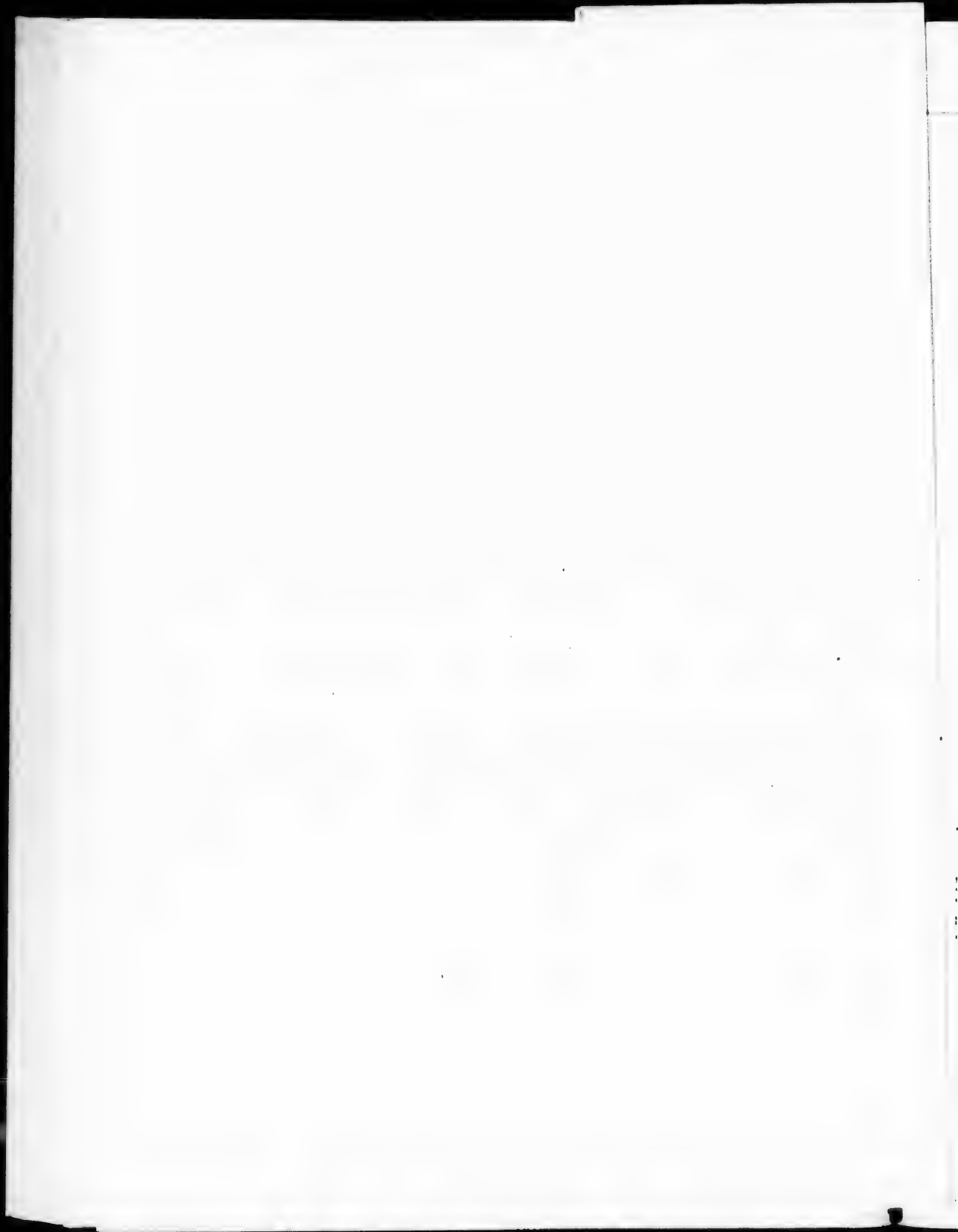
Anadyr bay to the mouth of Anadyr river; here there is a good landing in the bay near Cape Observation, well protected from ice.

The schooner Milton Badger was here, having landed Mr. McRae and party, who were engaged in preparing for winter. It being too late for boat explorations of the river, they will commence with reindeer as soon as the snow falls in sufficient quantity. Three hundred of these animals were on the ground, belonging to the Indians in the vicinity, with whom arrangements were made for transportation. Mr. McRae will proceed to Anadyrsk, about three days' journey, and thence towards the head of Jiginsk Gulf, or until communicating with Mr. Abasa, to whom he is ordered to report. With a boat I ascended the river to about thirty miles above Cape Tolstoy, and found a fine navigable stream, with low banks, and the country in the distance gently undulating and without timber. The waters at this point ebb and flow with the tides of Behring Sea; but the indications of freshets on the banks show a rise of about ten feet, which leave considerable driftwood, of large size for this northern region. Some of the logs observed were more than twelve inches in diameter. The Indians report timber above, and represent the river crooked, with strong currents and rocks some distance up. From Cape St. Barie westward the country is low, rolling, covered with moss, and thawed about two feet in depth. Low, scrubby pines and alder, not over three feet in height, grow in sheltered places. On the 13th of October new ice was making so fast that we were obliged to leave the river, and on the following day large seals were climbing on its edges and lying there above water, curiously watching us. Snow had already covered the ground, and it was probable that Mr. McRae could soon commence his winter explorations.

At noon on the 14th the sun was seventeen degrees above the horizon, and for the first three days of passage southward ice was continually forming on the ship's sides and deck.

The coast from Anadyr river southward, so far as we were able to examine it in snow squalls, was very mountainous and offering no inducement to look for another cable landing, and one, too, that would increase the distance; besides, the interior route *via* the river will avoid these coast mountains.

The proposed cable route across Anadyr bay is two hundred and nine miles, which can only be avoided by building a land line north, and crossing the Gulf of St. Croix. That coast is a most inhospitable region; from Cape Behring, I could see rough, snow-covered ranges stretching far towards



the head of the bay on the eastern shore, but the western is not so high and broken.

We arrived at Petropauloski Oct. 21st, and found the Golden Gate lying in the harbor. Mr. Abasa and one of his party started from this place late in August, moving northward through the peninsula of Kamchatka, intending to arrive at the head of Jiginsk bay in time for snow travel towards Anadyrsk, or westward, as his connection with McRae may decide. Finding the subordinate officials ready and willing to assist, without positive orders from the Governor of Eastern Siberia, at the mouth of Amoor river, he has chosen the proper course to expedite his work, and is pushing forward with commendable energy and a determination to succeed that astonishes his countrymen. From information received he reports the head of Jiginsk bay a good base for our work in Northern Siberia, with surrounding country well timbered with fir, and the bay clear of ice sooner than Penjinsk Gulf. It is said that high and impassible mountains bound the Okhotsk Sea on the west, between Okhotsk and Port Ayan, extending far inland, and so precipitous on the coast that even the narrow winter trail cannot be carried along the base.

The Russian Government, however, proposes to build a postal road along the coast, connecting Nikolaievsk and Ayan with Okhotsk, which does not confirm the previous statement in regard to this country. It is the character of the people from whom Mr. Abasa derived his information to find insurmountable obstacles in comparative trifles. There is an inland route from Okhotsk towards Yakoutsik which will avoid the coast mountains, and reach the Amoor river a considerable distance above its mouth, and which has advantages, provided we are allowed to connect with the Russian lines at any point we may reach them.

Ordering the Golden Gate direct to San Francisco we sailed with steamer on November 1st, intending to cross the Pacific well north in short longitude and go southward through the Straits of Queen Charlotte Archipelago to Victoria; but, after eighteen days' trial, in violent gales, with ship somewhat damaged, we reluctantly turned our prow southward, and arrived in this port November 20th.

Light snow commenced at Petropauloski October 25th, and ice was forming in the small inner harbor, but none in the magnificent bay of Avatcha, which is seldom entirely closed in the main part.

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nor successful operation of telegraphs. The submarine crossings will have the advantage of even and soft bottom, with safe landings, and cables not so long as to make their performance doubtful. The land lines firmly planted in the frozen earth will stand as if morticed in rock; no timber to fall across nor sleet to weigh the wires, they will stretch over the frozen plains unharmed and unmolested; besides, with reindeer and dogs, the winter watching will be comparatively easy.

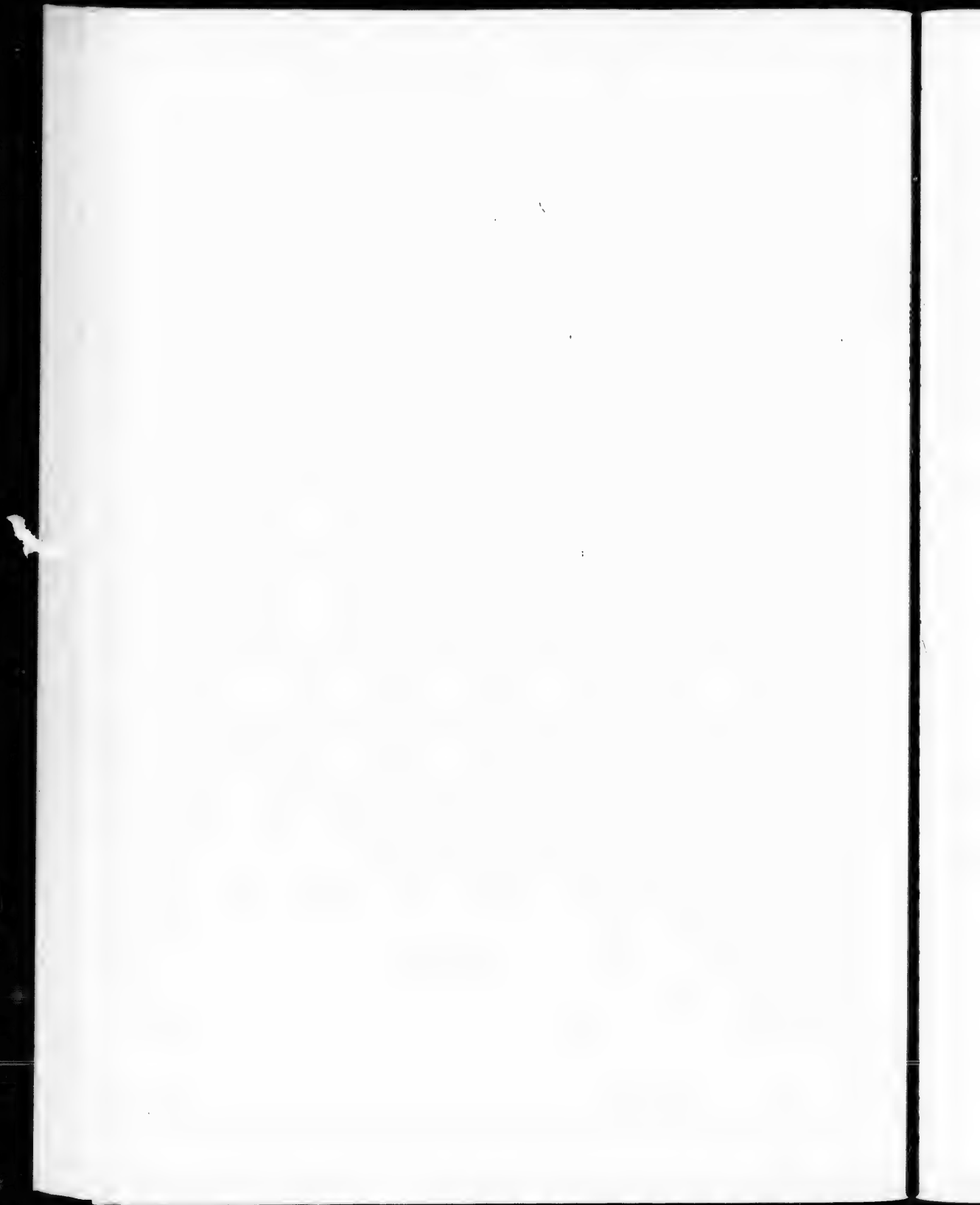
The Behring Strait crossed is one hundred and seventy-eight, and Anadyr Bay has two hundred and nine nautical miles between landings, with water of such depth that icebergs alone could injure the cable; (these are unknown in Behring Strait or south of it;) the northward currents preventing any drift of deep masses south: even when the surface current is changed by strong north winds, the lower water still moves northward.

It has been argued by some that the terrific gales of high latitudes opposed insuperable difficulty in keeping up lines; they are not fabulous, yet no more violent than the gales of your temperate zone. The Esquimaux builds his insecure skin tent on the most exposed place, so that the snow may blow away from it, and there it stands, his shelter and home through all the blasts of the long winter. I have seen no Esquimaux on the Asiatic side inhabiting underground winter houses as of old; the excavations and ruins remain, but the people are gone long since, and the present races occupy the ground with their deer-skin habitations.

The Indians of the sea coast are misrepresented; we found them friendly, honest, and exceedingly hospitable, never manifesting on any occasion, nor about any of our vessels, the least disposition to steal; but they beg, thinking, probably, that the white man, who has so much, can freely give. These people can be made useful with proper management; more so in the future than in the beginning of our work.

Game is abundant during the summer, especially water fowl, and the Indians catch considerable quantities of salmon. Reindeer, rabbits, grouse and foxes (the three last white,) seemed plentiful; also seals and walrus.

Reindeer are used as beasts of burden on the coast and in the interior of North-Eastern Siberia; in Russian America, dogs alone. With these animals some of our short inland transportation must be accomplished during the winter, especially that over the thick moss covered region. We intend to use every available means of water transportation, and locate our lines so far as possible to favor the plan.

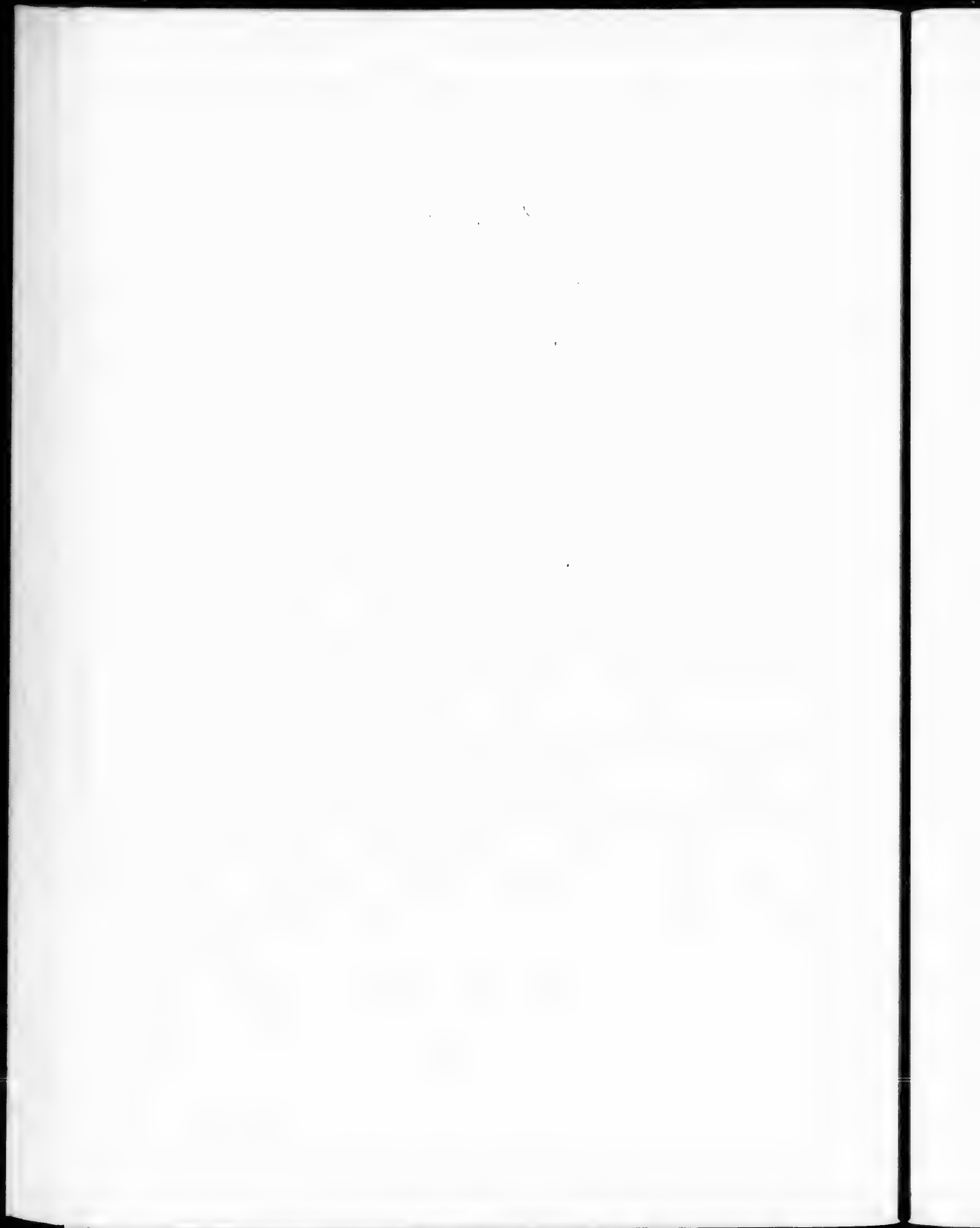


To supply material and stores to parties on both continents during next summer two more sailing vessels will be necessary and another steamer of greater capacity and power than the Wright, especially if it is decided to lay the cable; besides, I believe it will be necessary to send the Wright into the Okhotsk Sea. I propose to build here two small sternwheel steamboats, about forty feet long, of light draft, to tow barges or small flatboats up the Kvitchpak and Anadyr rivers. These will be always necessary to transport our supplies into the interior.

Should the Navy Department give us a steamer that will not sail without steam, and leave us to provide coal, it will be doubtful economy to accept. Steamers for our service should be, like the Wright, either a sailing vessel or steamer, as circumstances require. This steamer has proved a valuable vessel, both economical and serviceable: with two blades on her propeller she steams well, and performs admirably under sail alone. Since leaving San Francisco, her keel has gone through eleven thousand miles of water, and of this she towed some one of our vessels twelve hundred miles at sea. In the furious and incessant gales after leaving Petropauloski, she lost her smokestack and sails, besides being somewhat damaged in her upper works. The other vessels returned in good condition, but the Milton Badger is so destructive to sails that I recommend her sale, to be replaced with a square-rigged vessel. The Golden Gate's equipment was similar to a vessel in the revenue service, and she has been flagship of the expedition. The show of power and the nationality that Captain Scammon represented with his flag was necessary to insure the respect and kind offices of a people who expect this, especially in an enterprise that interests the world. Our general military organization too has its good effect, not only among strangers, savage or civilized, but among the members of the organization.

In natural history the collections have exceeded the expectations of the most sanguine, and do honor to the liberality which has permitted this work. No other duty has been neglected for this object, however, but when recreation was necessary or convenient, this has proved a pleasing and instructive source.

Our soundings were made with a new instrument, which brings up a sufficient quantity of any other bottom than rock for satisfactory test, and which, during the progress of our work, has added many interesting specimens from the ocean beds to our collections.



The general health of all connected with the expedition has been good. No serious sickness has been reported, no death has occurred, nor any serious casualty befallen any person.

The expedition was delayed so late that I was obliged to abandon my plan of exploring the lower Kvitchpak and its mouth, and the thorough boat exploration of the Anadyr river, but the winter parties now in the field will accomplish the purpose.

All the vessels have rendered most efficient service and are well adapted to the work. There have been but few listless moments or idle hands since our prows were turned fairly north, and, with scarcely an exception, all connected with the enterprise have engaged with interest in the service and zealously endeavored each to emulate the other in the discharge of their duties. The services of Captain Seammon have been of the greatest importance, not only as a thorough seaman, but particularly as an officer of the Government of the United States, carrying our national flag.

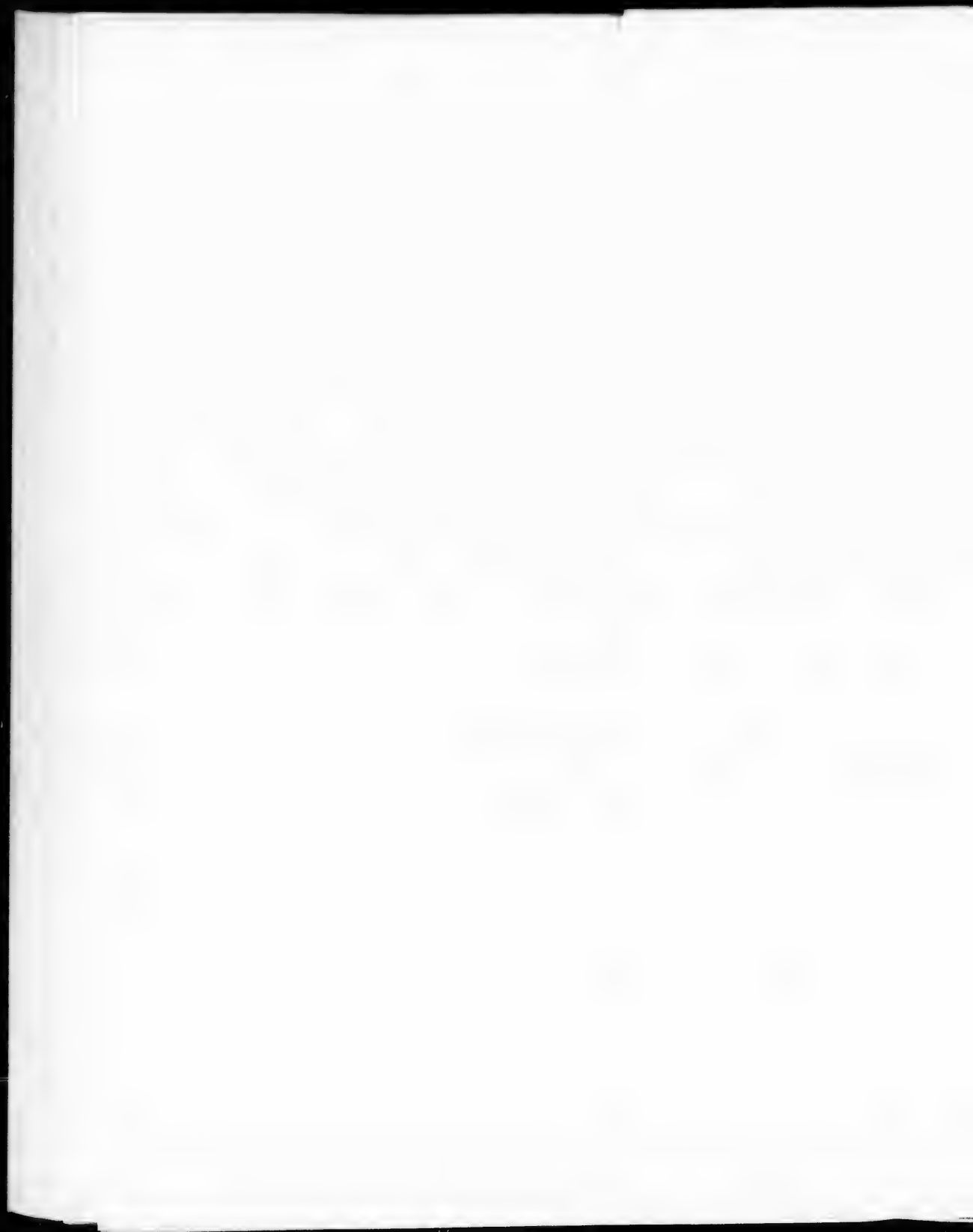
The Russians, sensible of the importance of the enterprise, have neglected no opportunity to express the most kindly feeling and liveliest interest in our success, receiving us with unbounded hospitality. The officials have generously assisted us.

In regard to the British Columbia division, I will report immediately after Mr. Conway arrives.

I am, most respectfully,
Yours obediently,

CHAS. S. BULKLEY,

Engineer-in-Chief.



THE GOVERNMENT OF THE UNITED STATES AUTHORIZES THE
DETAIL OF A NAVAL VESSEL IN AID OF THE RUSSIAN
AMERICAN TELEGRAPH, WESTERN UNION EXTENSION.

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[OFFICIAL.]

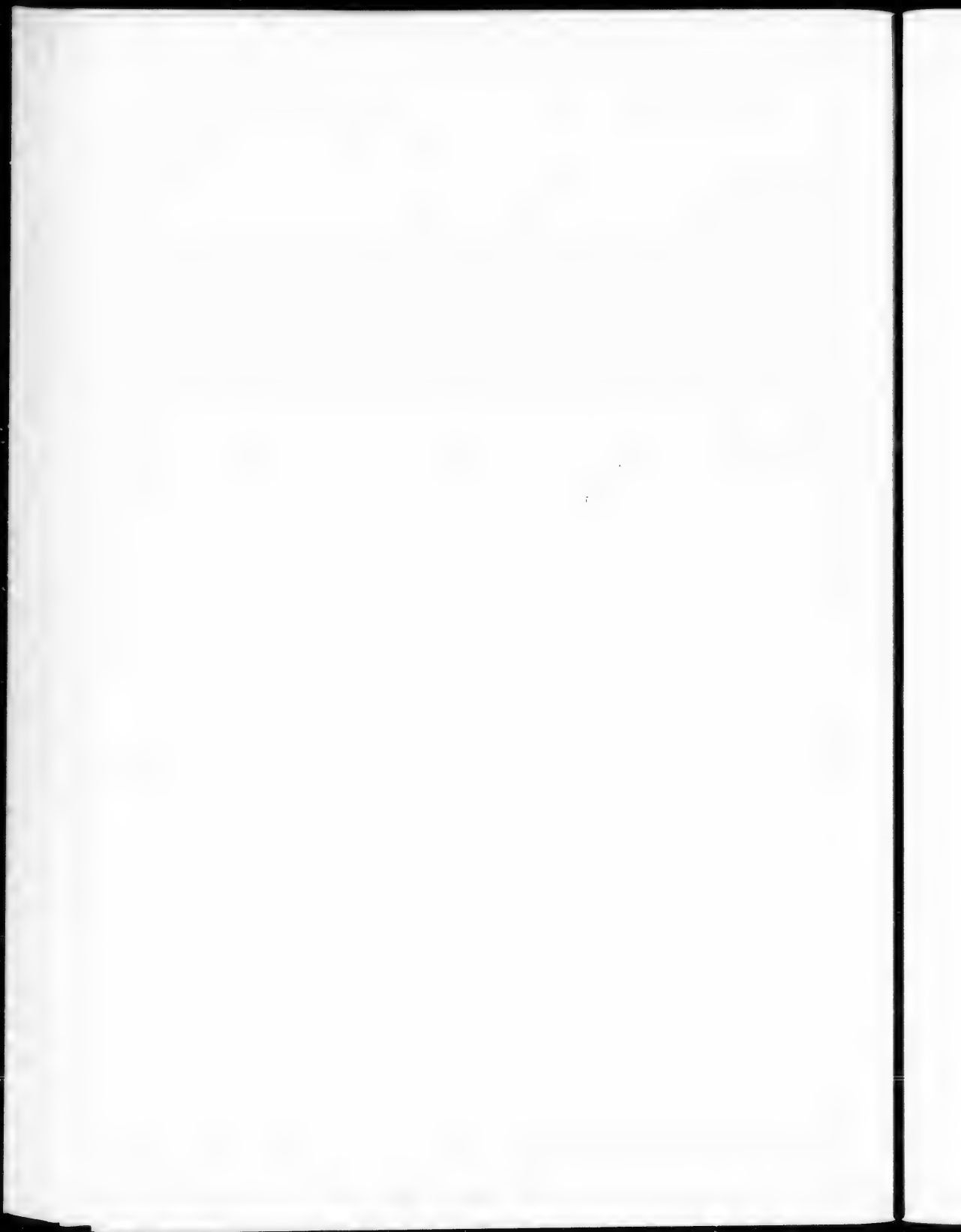
LAWS OF THE UNITED STATES.

Passed at the First Session of the Thirty-Ninth Congress.

[PUBLIC RESOLUTION No. 10.]

*Joint Resolution to Encourage and Facilitate Telegraphic
Communication between the Western and Eastern
Continents.*

Whereas, by an Act entitled "An Act to encourage and facilitate telegraphic communication between the eastern and western continents," approved July first, eighteen hundred and sixty-four, it was provided, among other things, that the Secretary of the Navy be authorized to detail a vessel to assist in surveys and soundings, laying down submarine cable, transporting materials connected therewith, and generally afford such assistance as might be deemed best calculated to secure a successful promotion of the enterprise; and whereas, the Emperor of Russia, for the purpose of co-operating with the Government of the United States, under the Act aforesaid, has ordered a steam corvette, the "Variag," of 2,156 tons burthen, seventeen guns, three hundred and six men, to assist in the achievement of said telegraph, and has placed the said steamer subject to the orders of said telegraph company; and whereas, said telegraph company intend, the ensuing summer, to lay the submarine cable required at Behring's Strait, said cable and the material for the entire line being now in transit, and the vessels of the company, seven in number, being ready at San Francisco and Vancouver for the expedition, and require immediate co-operation on the part of the United States, in conformity with said Act: Therefore,



Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled:—
That the Secretary of the Navy be, and is hereby authorized and required to detail one steam vessel from the squadron of the Pacific station, or elsewhere, to assist in making surveys and soundings in that part of the Pacific coast, both of America and Asia, where it is proposed to establish said telegraph, in laying the submerged cable, and generally to afford such assistance as may be best calculated to secure the success of the enterprise and to carry out the purposes of the Act approved July first, eighteen hundred and sixty-four, entitled, "An Act to encourage and facilitate telegraphic communication between the eastern and western continents," so far as the same can be afforded without dismantling her, or destroying or impairing her efficiency as a vessel-of-war.

Approved, February 26, 1866.

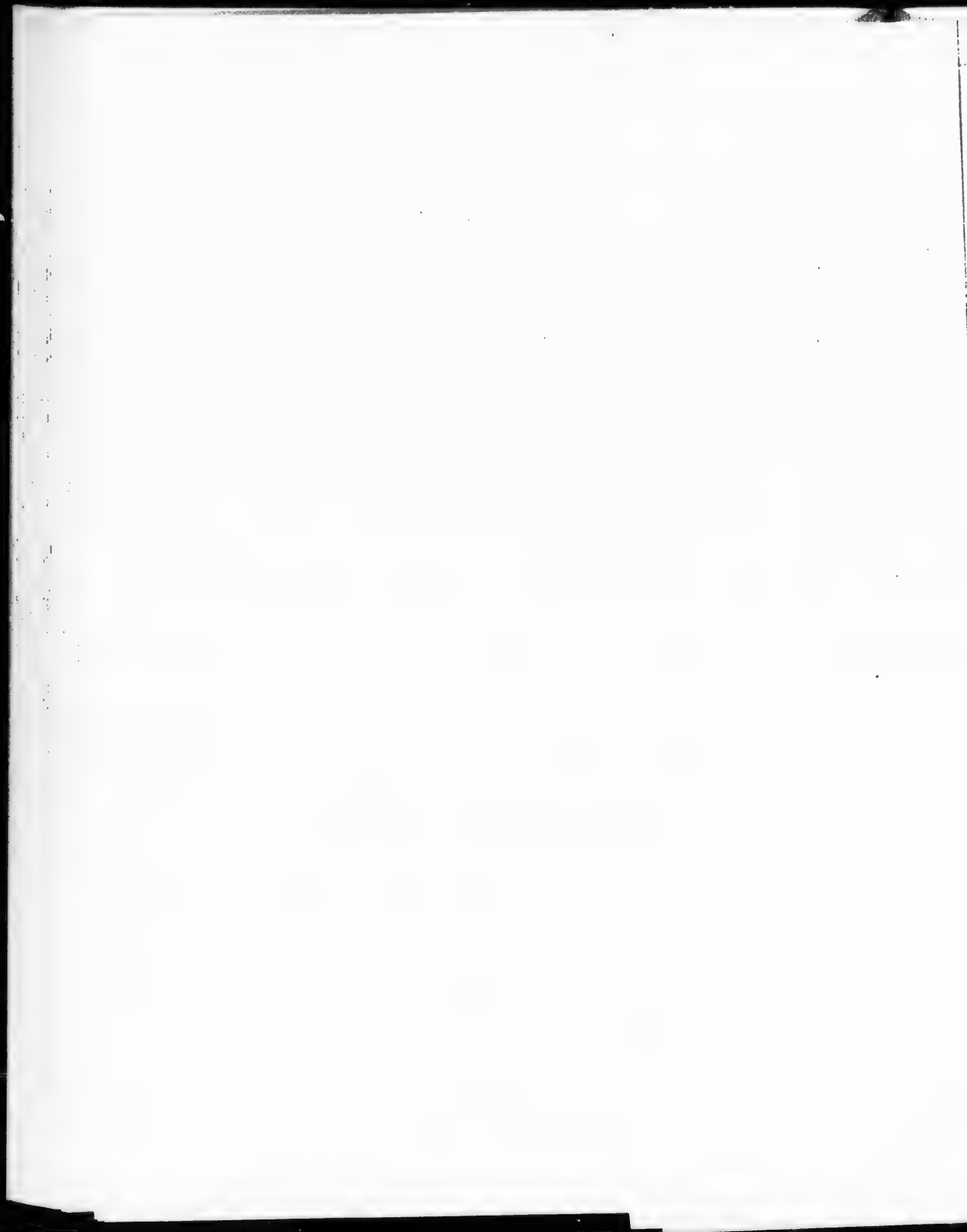
ANDREW JOHNSON.

IMPORTANT FROM THE RUSSIAN TELEGRAPH EXPEDITION.—
THE ENTIRE ROUTE EXPLORED.

Rochester, N. Y., March 19th, 1866.

Col. Palmer has received from St. Petersburg a dispatch which gives very interesting information. It is from Mr. S. Abasa, a Russian gentleman who resided in our city for a long time, and who was justly esteemed by all who knew him. He went to Russia under the auspices of the Telegraph Company, and proceeded with a party to make examinations for the route of the telegraph through the region to the east of the Amoor river.

He writes under date of January 18th, from Okhotsk, and states that he has not only *surveyed* the entire country from that place eastward to the Anadyr river, but has determined in person the route of the telegraph line. This district is that of which little was known, and connects the Anadyr, where Colonel Bulkley went last summer, with that portion of Siberia which is settled, and about which there was no doubt. It presents no obstacles, and the work of construction will go along there without difficulty.



Mr. Abasa sent his letter by post to Irkoutsk, where it arrived on the 19th of February. Thence it was sent by the wires 4,000 miles to St. Petersburg, and left there by mail for this country on the 21st of February.

Mr. Abasa does not appear to have found anything in traversing the country that he explored, that excited remark as to the practicability of constructing a line. A glance at the map will at once show the region he visited.

As the entire line of the Russian-American Telegraph has been explored, surveyed, and the route located, and a considerable portion of the line constructed, the day draws near when the wires will flash intelligence from one continent to the other with as much ease as they now send it from town to town.

TELEGRAM.

IRKOUTSK, 19TH FEB'Y, 1866.

Received at St. Petersburg Feb'y 20th, 1866.

TO BASIL ABASA,

Fontanka, St. Petersburg:

Inform as quickly as possible the Directors of the Company, for the information of the Engineer-in-Chief, that the entire extent of line between the Anadyr and Okhotsk Districts has not only been surveyed, but the route of the line has been determined by me in person, and notwithstanding the extreme scarcity of laborers in the country, I have commenced preparatory works in Anadirsk, Ijiginsk, Yamsk, Taousk, and Okhotsk.

I have not yet received accounts of the engineers sent to the mouth of the Anadyr. I have sent all of the mail who were with me to meet them. I am in daily expectation of engineers from Nicolaievsk by way of Ayan.

I am going myself to meet them, then I start for Yakoutsk and return by way of Aljigua.

SERGE ABASA.

Okhotsk, 18th Jan'y, 1866.

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PROPOSED EXTENSION OF TELEGRAPHIC LINES INTO CHINA.

Much has already been done in a preliminary point of view, but it is not considered at this stage of the negotiations, necessary to give a lengthened history of the origin or progress of the plan.

The importance of telegraphic communication with the commercial centers of China cannot be too strongly set forth, and this Company is determined to push the plan to ultimate success.

In view of this, we simply set forth the following documents in order to show that the plan is not neglected:

No. 33.]

DEPARTMENT OF STATE, }
Washington, Dec. 20th, 1864. }

P. McD. COLLINS, Esq.,

U. S. Commercial Agent Amoor River.

(Now in St. Petersburg.)

SIR:—I am directed to acknowledge the receipt of your interesting dispatch of the 1st December, and to say that the Secretary of State has been much gratified by its perusal.

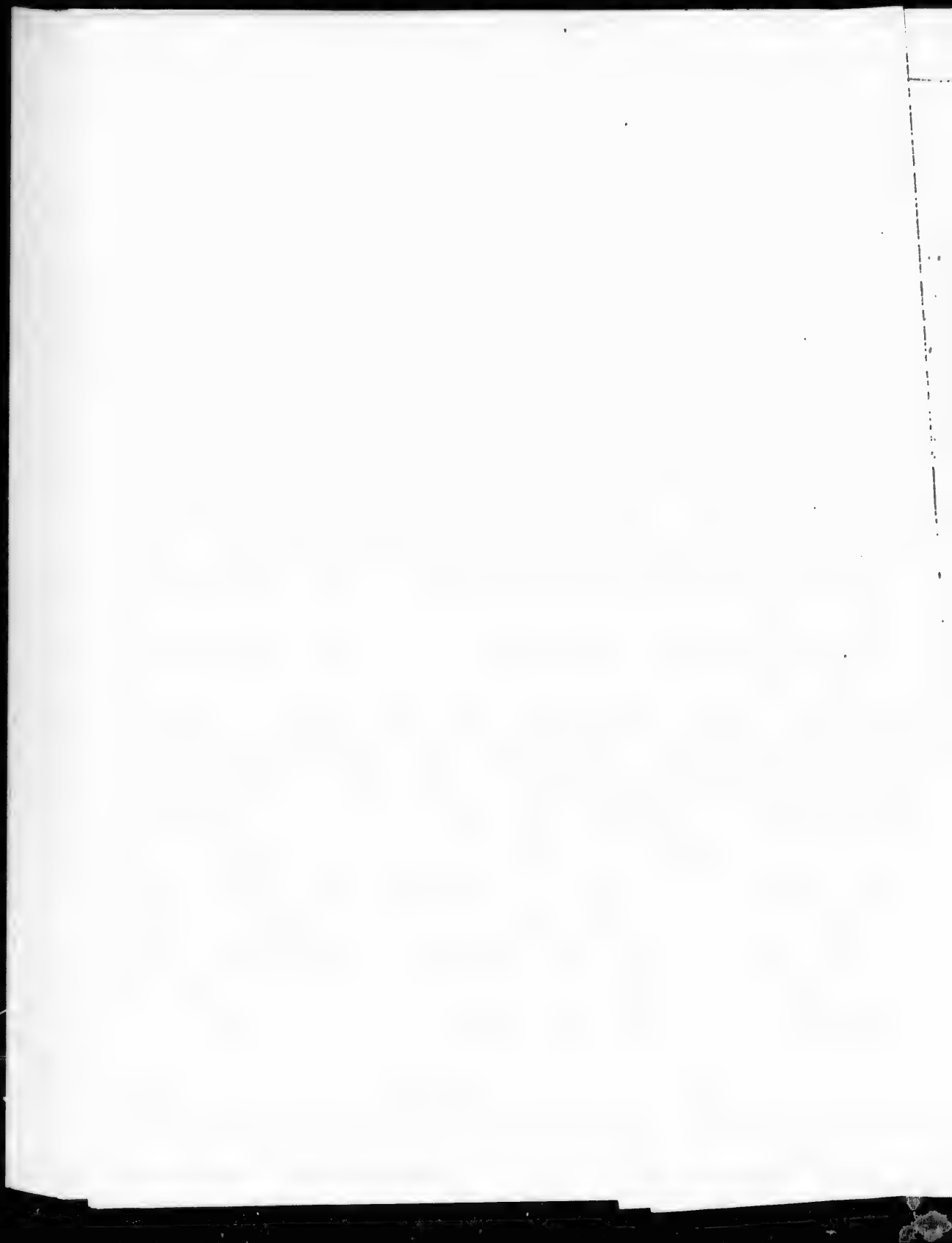
Suitable instructions have been given to Mr. Burlingame, (U. S. Minister in Peking) in relation to the telegraphic branch through China.

I am, Sir,

Your obedient servant,

F. W. SEWARD,

Assistant Secretary.



Chinese Extension Telegraph.

Proposition of the Western Union Telegraph Company of Rochester, in the State of New York, United States of America, for the construction of a Line of Telegraph to extend from Kyaakta in Siberia, on the frontier of Mongolia, Chinese Empire, via Pekin, Tien Sin, Shanghai, Amoy, Canton, to Hong Kong; or by such other route as may be deemed most advantageous in a political and commercial point of view, and which may be hereafter determined upon with the consent of Russia and China.

The Western Union Telegraph Company having acquired from Major Perry McD. Collins, United States Commercial Agent at the Amoor River, the various rights, grants, and privileges obtained by said Collins from the Governments of Russia, England and the United States, for the construction of a telegraph to connect Europe with America by way of the North Pacific Ocean, consider it of the highest importance to connect the Chinese Empire with the Russian system of telegraphs, so as to form a telegraphic communication from China to America and Europe.

Now therefore, the Western Union Telegraph Company propose so soon as permission of the Russian and Chinese Governments can be obtained, to construct a telegraph upon the route above designated, or, upon such portion of the route as may be agreed upon by the Powers interested.

Application has already been made by Mr. Collins, with the knowledge and approval of the Government of the United States, and of which the Imperial Government of Russia has been duly informed by Mr. Collins, in a plan submitted by him for the construction of a Chinese Telegraph, as herein set forth.

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In this view, and as originally set forth and proposed by Mr. Collins, the Western Union Telegraph Company will undertake upon the settlement of necessary rights, privileges, and grants, by the issuing of the required stock, to raise the capital for the construction of the above mentioned Chinese Extension Telegraph, in connection with the Russian lines and those of the Company, now being constructed from the Amoor River to the United States.

The discussion of full and minute details is not now considered necessary in advance of Governmental action.

However, plans and necessary points for the action and guidance of our Minister at Peking have been forwarded, and if the proposition finds favor with Russia, will become the foundation of mutual interest between the Russian and American Ministers at Peking.

It is not considered necessary to enlarge upon the material advantages Russia is to derive from the achievement of this undertaking, because the Russian Government comprehends this question fully. Besides it has already, in many communications between Mr. Collins and the Russian authorities both in Asia and Europe, been discussed at length for some years past, and its great utility fully appreciated.

The Western Union Telegraph Company has great confidence in the success of the undertaking, and upon the settlement of proper rights and grants will undertake its execution promptly and efficiently.

Done and executed at Rochester, State of New York,
United States of America, this 30th day of June, A.D.,
1865.

J. H. WADE,
President.

{ SEAL }

O. H. PALMER,
Secretary.



PLANS
FOR THE EXTENSION OF TELEGRAPHIC COMMUNICATION
THROUGHOUT THE WORLD.

MEXICO, CENTRAL AMERICA,
AND
SOUTH AMERICA

TO BE BROUGHT INTO

Telegraphic Contact with the
RUSSIAN EXTENSION LINE.

The following official documents will give a general outline of the plan by which it is proposed to unite North and South America in a universal telegraphic union. Many other documents could be given, but it is not at this time considered necessary to enlarge further on this subject.

The plan has been laid before all the Governments of South America, and considerable progress made.

The proposed telegraph will unite every State of South America, Central America, and Mexico—pass through or connect with the capital of each State, and concentrate upon it the international and extra-territorial commerce of all; forming continuous and unbroken telegraphic communication between all the States of both North and South America.

SECRETARY

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SECRETARY SEWARD APPROVES THE ENTERPRISE.

DEPARTMENT OF STATE, }
 Washington, August 18, 1864. }

To the Diplomatic Officers of the }
 United States in South America: }

GENTLEMEN:—You will already have learned from the public journals and from communications of this department, that an undertaking has been set on foot to connect the continents of Europe and North America by means of a line of telegraph through Central Asia and along the northern shores of the Pacific Ocean.

This enterprise was first brought before the public by Mr. Perry McD. Collins, commercial agent of the United States at the Amoor river, who, in the beginning of 1861, asked the aid of Congress in making an exploration of the proposed route. The memorial of Mr. Collins was reported on favorably by the Committee of the House of Representatives to whom it was referred, and subsequently, in 1862, received the sanction of the Committee on Military Affairs of the Senate. In both cases bills were presented providing an adequate appropriation to carry out the views of the petitioner, upon which, however, at that time, Congress did not deem it expedient to take final action. In the meanwhile Mr. Collins, with perseverance and energy well befitting that clear sagacity which first suggested the work, urged its consideration upon the Governments of Russia and Great Britain, whose territories the projected line would traverse, and whose consent and co-operation were therefore necessary to its success. His proposal was countenanced and encouraged by specific grants. He has been authorized by her Britannic Majesty's Government to construct a line of telegraph across the Province of British Columbia, and from the Imperial Government of Russia, not only obtained a similar privilege, covering the ground from the mouth of the Amoor river to the frontier of the Russian possessions in America, but a stipulation on their part also to construct, upon certain conditions, a continuous line of telegraph connecting the European system with the Pacific Ocean.

In view of these grants, and in consideration of the benefits to result to us, as a great commercial nation, from the completion of a telegraphic circuit embracing the Eastern and Western Continents, Mr. Collins renewed his petition to the Congress of the United States during its recent session, and an act was accordingly passed authorizing a survey of the route.



A copy of this act, with the letter of the Department of State to the Committee on Commerce of the Senate of the United States, which led to its introduction and passage—a map illustrative of the subject, and other documents in relation to it, are herewith enclosed for your information.

All the legal conditions of success to the main enterprise being thus fulfilled, the attention of the department has been invited to a proposition for the construction of a continuous line of telegraph to cover the whole maritime border of South America, terminating at Panama, and to be continued when practicable, through Central America and Mexico, to connect with lines in the United States, thus affording unbroken telegraphic communication throughout North and South America. With this invitation to the department is coupled a request on the part of Mr. Collins that our diplomatic officers in the States of South America may be notified of this telegraphic proposition, and instructed to further the plan so far as they may consistently do so.

The late affirmative action of Congress, not less than its own estimate of the national advantage to be derived from a successful achievement of the undertaking, warrants the department in acceding to Mr. Collins' request.

If peace be indeed, as it is believed to be, the prime interest of nations; if free intercourse be, as it is believed to be, the first and best of those instrumentalities which make for peace; and if as a means of intercourse the electric telegraph be, as it is believed to be, the most valuable and effective of any yet devised, then may the department wisely extend its good offices for the encouragement of the proposed work, and recommend it to your attention on grounds of the highest policy for such auxiliary service as may tend to promote its success, and at the same time be consistent with your representative character.

You are authorized and requested, therefore, should opportunity present or occasion invite, to make known to the Government near which you reside that the negotiation proposed to be entered upon by Mr. Collins is regarded with favor by the Government of the United States, and that this Government would be pleased to learn that like favor had been extended in the southern division of the continent to an enterprise tending so manifestly to advance the maritime welfare and strengthen the bond of fellowship of the American nations.

I am, gentlemen, your obedient servant,

W. H. SEWARD.

To

[illegible]

THE EXTENSION OF THE LINE INTO SOUTH AMERICA.

LEGATION OF THE UNITED STATES OF AMERICA, }
Bogota, October 25, 1864. }

*To His Excellency Senor Doctor ANTONIO DEL REAL,
 Secretary of the Interior and
 Foreign Relations, &c.:*

It is generally known that an undertaking has been set on foot to connect the continents of Europe and North America by means of a line of telegraph through Central Asia and along the northern shores of the Pacific Ocean. This enterprise was first brought before the public by Mr. Perry McD. Collins, commercial agent of the United States of America at the Amoor river, who, in the beginning of 1861, asked the aid of Congress in making an exploration of the proposed route. The memorial of Mr. Collins was favorably reported on by the Committee of the House of Representatives to whom it was referred, and subsequently, in 1862, received the sanction of the Committee on Military Affairs of the Senate. In both cases bills were presented providing an adequate appropriation to carry out the views of the petitioner, upon which, however, at that time Congress did not deem it expedient to take final action. In the meanwhile, Mr. Collins, with perseverance and energy well befitting that clear sagacity which first suggested the work, urged its consideration upon the Governments of Russia and Great Britain, whose territories the projected line would traverse, and whose consent and co-operation were, therefore, necessary to its success. His proposal was countenanced and encouraged by specific grants. He has been authorized by Her Britannic Majesty's Government to construct a line of telegraph across the Province of British Columbia, and from the Imperial Government of Russia not only obtained a similar privilege, covering the ground from the mouth of the Amoor river to the frontier of the Russian possession in America but a stipulation also on their part to construct, upon certain conditions, a continuous line of telegraph connecting the European system with the Pacific Ocean. In view of these grants, and in consideration of the benefits to result from the completion of a telegraphic circuit embracing the Eastern and Western continents, Mr. Collins renewed his petition to Congress during its recent session,



and an act was accordingly passed authorizing a survey of the route.

All the legal conditions of success to the main enterprise being thus fulfilled, the attention of the Government of the United States of America has been invited to a proposition for the construction of a continuous line of telegraph to cover the whole maritime border of South America, terminating at Panama, and to be continued, when practicable, through Central America and Mexico, to connect with lines in the United States of America, thus affording unbroken telegraphic communication throughout North and South America.

As a necessary preliminary step to the active initiation of the latter branch of his comprehensive plan, Mr. Collins proposes at an early day to solicit its examination by the South American Governments.

The advantages to be derived from a successful achievement of the undertaking, would seem to merit the consideration of statesmen and philanthropists everywhere. For if peace be indeed, as it is believed to be, the prime interest of nations; if free intercourse be, as it is believed to be, the first and best of those instrumentalities which make for peace, and if as a means of intercourse the electric telegraph be, as it is believed to be, the most valuable and effective of any yet devised, then must the proposed work recommend itself to all civilized people on grounds of the highest policy.

The late affirmative action of Congress, not less than its own estimate of the ability and importance of the undertaking, has induced the Government of the United States of America to regard with favor the negotiations proposed to be entered upon by Mr. Collins, and it would be pleased to learn that like favor has been extended in the southern division of the continent to an enterprise tending so manifestly to advance the mutual welfare and strengthen the bond of fellowship of the American nations.

The undersigned improves the present opportunity to reiterate to His Excellency Senor Del Real, Secretary of the Interior and Foreign Relations of the United States of Colombia, assurances of the very distinguished consideration with which he has the honor to be,

His Excellency's obedient servant,

ALLAN A. BURTON.

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REPLY OF THE COLOMBIAN SECRETARY OF THE INTERIOR.

[TRANSLATE]

UNITED STATES OF COLOMBIA, }
 DEPARTMENT OF THE INTERIOR AND FOREIGN RELATIONS. }
Bogotá, November 5, 1864.

The undersigned, Secretary of the Interior and Foreign Relations, has had the honor to receive the note bearing date on the 25th ultimo, which the Hon. Allan A. Burton, Minister Resident of the United States of America, has been pleased to address to him relative to the enterprise which Mr. Collins, agent of the North American Union at the Amoor river, is endeavoring to accomplish, of establishing a line of telegraph passing through Central Asia and the Russian and British possessions in America, terminating at Panama, and afterwards to be extended so as to put the whole American continent in communication.

In recommending to the consideration of the Colombian Government so vast an enterprise, your Honor has given an unequivocal proof that you duly appreciate the purpose entertained by the Government of the undersigned in respect to all kinds of internal improvements.

It affords much pleasure to the undersigned to inform your Honor that the undertaking of Mr. Collins will meet, in the Government and people of Colombia, with all the support that the colossal project of uniting the Old and New World by electric telegraph merits.

It is most grateful to the undersigned to repeat to your Honor the assurance of the high esteem and consideration with which he has the honor to be,

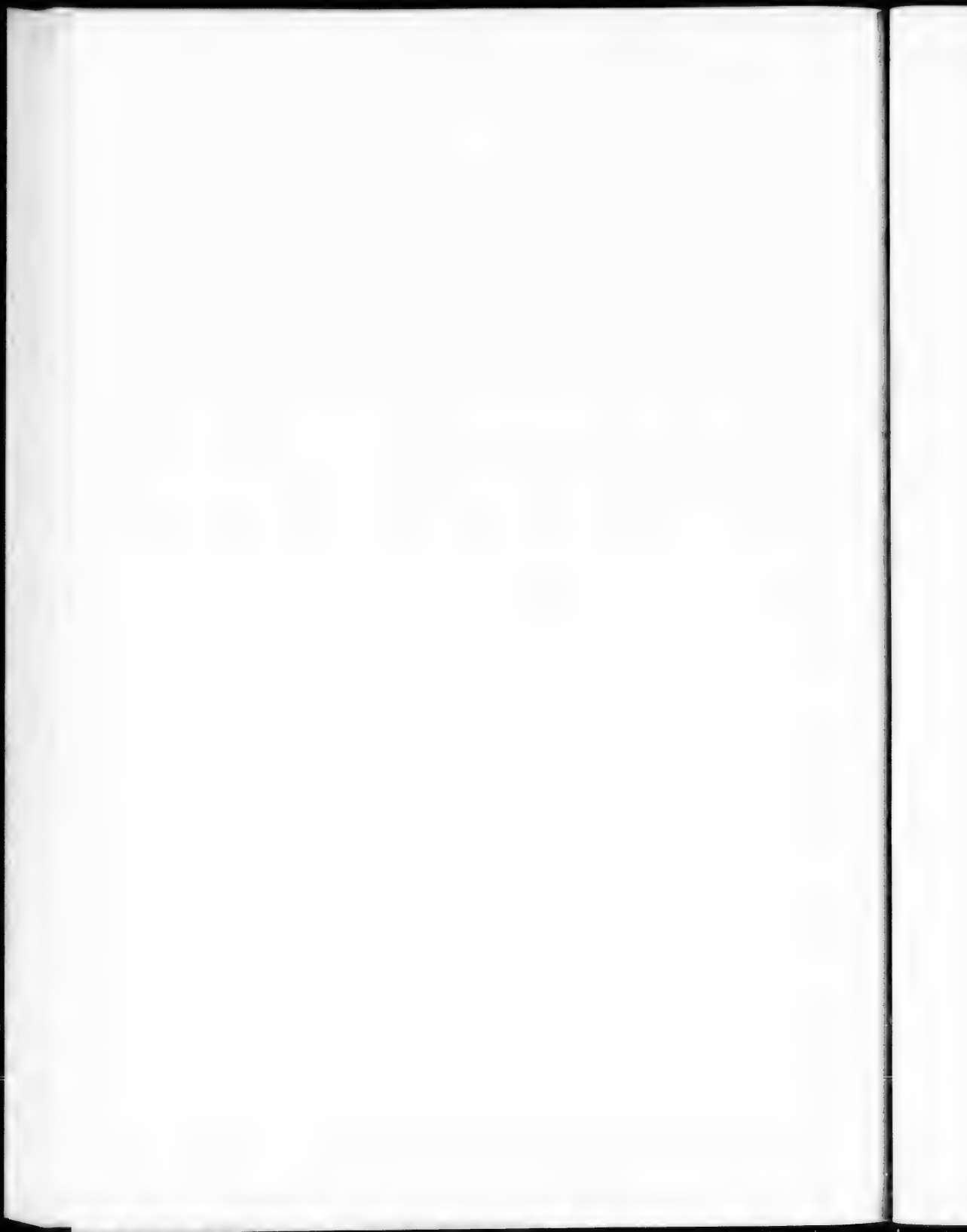
His very attentive servant,

ANTONIO DEL REAL.

To HON. ALLAN A. BURTON,
Minister Resident of the United States of America, &c.

LEGATION OF THE UNITED STATES, }
Bogotá, October 30, 1864. }

SIR:—Upon the receipt of your circular, dated August 18, 1864, relative to the telegraphic plans of Mr. Perry McD. Collins, I mentioned informally some of its contents to the Secre-



tary of Foreign Relations, and, at the citizen President's request, had a personal interview with him on the subject. I submitted to him the map, pamphlet, and act of Congress, which accompanied the circular. On a subsequent occasion he expressed much interest in Mr. Collins' undertaking, and asked me what facilities he desired from the Colombian Government, and said that it was only necessary to name what he expected, and it would be readily granted. I replied that I was not authorized to make any indication in this respect, but was merely at liberty to make known to the Colombian Government the general outline of the enterprise and its approval by my Government, and that it would be gratified to know that the work was favored by the South American nations. He suggested that I should present it officially to his Government, to serve as a basis of his action in promoting Mr. Collins' undertaking, and also that he have the use of the information contained in the pamphlet. Seeing no inconvenience in doing so I complied with his request. My representation and the answer thereto are herewith enclosed, marked A and B.

I hesitate not to believe that if Mr. Collins' agent be here at the opening of Congress on February 1, 1865, he can obtain all the legislation in his favor that he could reasonably desire. If he should not find it convenient to send an agent, the Congress will probably give the Executive power, authority to make the necessary arrangements with him afterwards.

Since writing the above the President has himself translated your letter to the Hon. Z. Chandler, of May 14, 1864, and had it, with my memorial to the Secretary of Foreign Relations and the answer thereto, published in the *Diario Oficial*, No. 165, which I enclose.

I have the honor to be, sir, your obedient servant, ,

ALLAN A. BURTON.

TO HON. WILLIAM H. SEWARD,
Secretary of State, Washington.

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SPECIAL MEETING OF THE RIO DE JANEIRO MERCHANTS.—
ADDRESS TO THE BRAZILIAN LEGISLATURE.

May 3, 1865.

At noon yesterday the members of the Exchange, and upwards of four hundred merchants, assembled to consider the measures discussed below.

Senior Sahrinho, who was called upon to preside, in opening the meeting stated that the same had been convened for the purpose of considering the advisability of promoting steam navigation between Brazil and the United States, and the development of our telegraphic communications, in compliance with a requisition signed by thirty-seven merchants, and which the secretary proceeded to read to the meeting. * * *

Senior de Almeida spoke to the effect that the advantages of the improvements mentioned in the requisition were palpable and obvious, for no one could question the momentous importance to Brazil of steam communication with the United States or of the establishment of telegraphic lines which would bring the provinces into immediate connection with the capital of the empire, and place us in direct communication with the other civilized nations of the globe. In order to appreciate the advantages of direct steam navigation between Brazil and the United States, one need only consider the amount of coffee exported during the past five years, of which the United States consumed about one-half of this, our principal product, without taking other articles into account. * * *

There can be no doubt that the establishment of a direct line of steamers would increase our commerce with the United States, for such a line would benefit two countries, numbering together forty millions of inhabitants—the population of the United States being about thirty-two millions, and that of Brazil eight millions—both of them rich countries, and the former the most powerful of modern times. * * *

We should derive much greater benefit than the United States from such a line of steamers. The United States send vessels to every part of the globe, and although it would be to their interest to have direct communication with Brazil, yet we should be benefitted tenfold thereby. * * *

One important point should also be considered. If a line of steamers is established between Brazil and the United States, our young men, instead of visiting Europe in quest of amusement and luxury, and squandering hard earned money upon the plea of studying medicine, law or literature, will be led to travel to the United States, where they can gain a knowledge

